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- Cover One Contest Winners
- Magma Arizona
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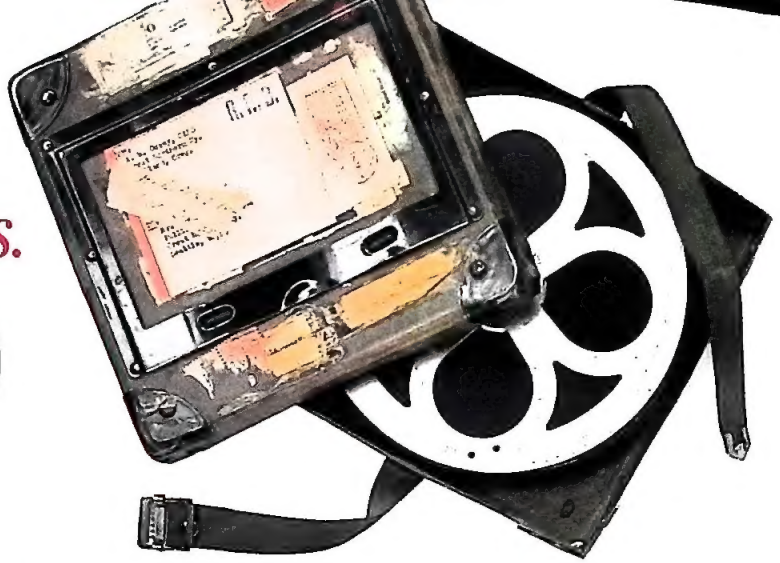

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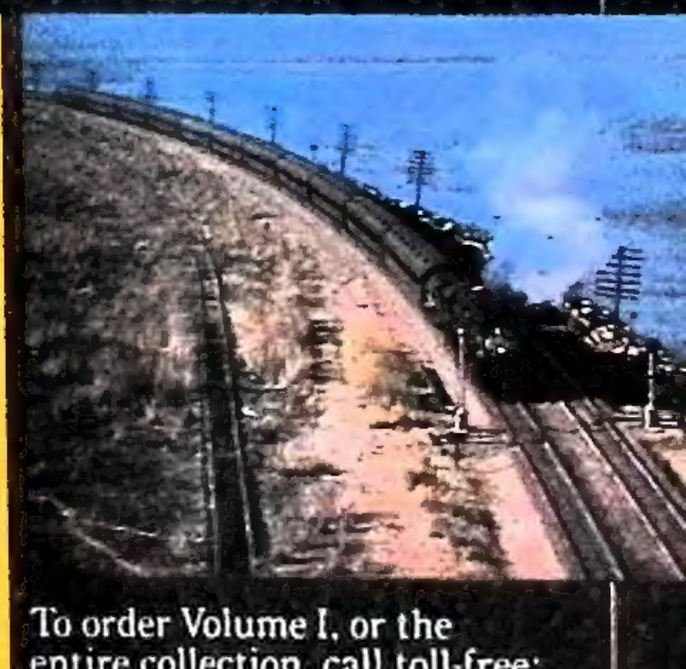

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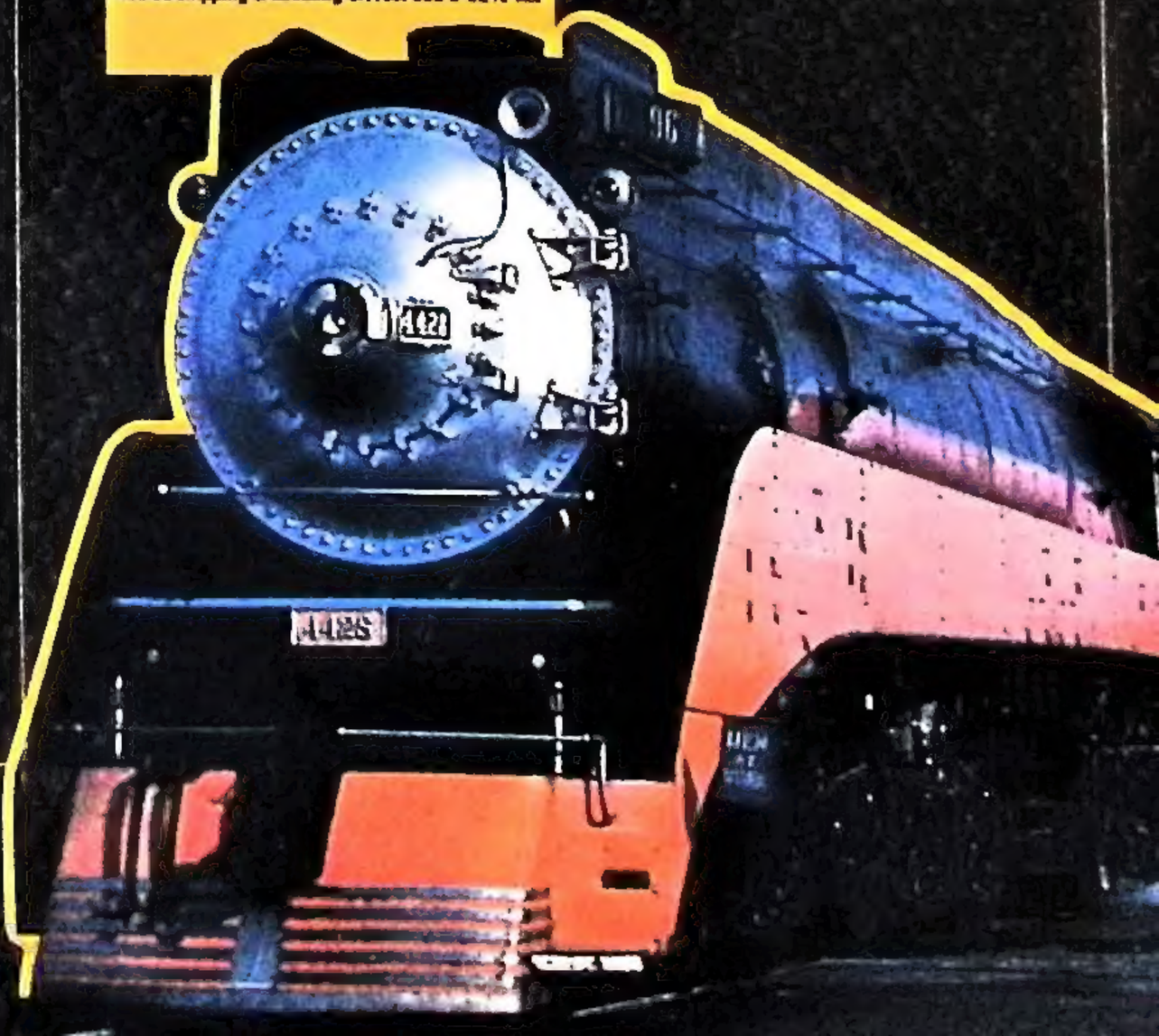

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KODACHROME PHIL BORLESKE

PRESERVED in original livery are Pacific Great Eastern's first road switcher, RS3 561 (above) at Squamish, B.C., on July 30, 1988, and GN's "Hustle Muscle" SD45 400 (right) shown on display in Duluth, Minn., August 6, 1988. The SD45 was repainted by the BN and is former 6430. See page 44 for details.

Railnews

GECX 8001 AND 8000, rebuilt from LMX 8540 and 8503 which derailed on Montana's Bozeman Pass November 1, 1987, were back on Bozeman on BN Train 21 July 20, 1988. See page 42.

KODACHROME D L ZEUTSCHEL

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From the Publisher's desk: Favorite Locos

It probably would have been easier to ask what was the favorite locomotive *number* among our readers rather than their favorite steam locomotive. We asked the latter question in our August issue and have correlated the answers. I would have expected the top entries to be a New York Central J3 Hudson, an Erie Pacific and perhaps a Milwaukee Road *Hiawatha* 4-6-4. The three top locos were a B&O EM-1 2-8-8-4, the Northern Pacific Timken 1111 4-8-4 and (this is steam?) a Cleveland Union Terminal (NYC) P-1a electric.

Not far behind were more predictable power and some not so predictable: Baltimore & Ohio P7 *Cincinnatian* 4-6-2, Erie's *Matt Shay* 2-8-8-8-2 5014, Illinois Central Lima 2-8-4, New York Central S1b Niagara, Pennsylvania T1 4-4-4-4, Virginian 2-10-10-2 and Western Maryland 4-6-6-4.

The most popular steam locomotive type was the 4-6-2, followed by the 4-8-2, 4-8-4 and a tie for the Mikado and 2-8-8-2 articulated. There were no votes for the workhorse 2-8-0 or any kind of geared locomotive.

The favorite railroad as far as steam power is concerned put Baltimore & Ohio in the lead, followed by Northern Pacific, Pennsylvania, New York Central, Western Maryland, Santa Fe, Erie and Canadian National.

We ignored the scattered votes for diesels but are holding them for our next reader's poll. What is your one favorite diesel locomotive by manufacturer and model? And what is your favorite diesel locomotive by railroad, color scheme, make and model? We're asking here just for favorites, regardless of whether they are still running, have been preserved or have vanished. Place your votes on a postcard (A railroad postcard is fine and goes into the collection!) addressed to: Favorite Diesel, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Entries placed in letters are hard to tally and may get lost.

A Convention Is Over

With the NRHS convention over, New Jersey railfans are slowly starting to talk with each other again. There were some problems, such as the inability of the convention committee to get the Altoona's K4 1361 for fantrips and the necessity of cancelling duplicate trips when economics forced it. And no one foresaw the delays that would cause them to abort the Harrisburg trip at Reading, giving 21 passengers a taxicab ride to Harrisburg so they could make their *Broadway Limited* connection. Few conventioneers have any concept of the many months of dedicated labor spent by the convention committee in planning, arranging trips and buses, producing brochures and seeking publicity, conducting night photo sessions, manning dealer areas, working with hotels and caterers and the many other commercial companies involved, and getting volunteers to help. They did a fantastic job and deserve a good toot on the whistle.

RAILFAN & RAILROAD

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RAILROAD / founded 1906 / vol.110 no.8

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Cover

The winner of our Cover One Photo Contest is Ken Kraemer of Tonawanda, New York, with this impressive night shot of the Cuyahoga Valley's ex-GTW light USRA 2-8-2 4070 at South Dayton, N.Y., on the New York & Lake Erie in September 1983 for the filming of "The Natural" starring Robert Redford. The photo was taken on 120 Vericolor negative film and then printed on Ektacolor print film, resulting in a 4×5 transparency. It was a lot of work, but obviously worth the effort. For the other winners in the Cover One contest, see MARKERS. Vericolor/Ektacolor photo by Ken Kraemer.

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Fanmail

The Paris Local

Thank you for John Craft's wonderful "behind the scenes" look at the Greg Scholl/ L&N 152 Memorial Day weekend trip. As one of the six passengers who flew from California just for that trip, I'm still amazed at how everything from plane schedules to the weather and the trip itself fell together flawlessly.

In this age of passenger car shortages, soaring costs and liability problems, I'm convinced that the most interesting railfan events of the future will be carefully-staged photographers' events like this one, on short lines, regionals and the few big railroads who appreciate the attention and publicity.

The costs of this trip ($175 per ticket) and recent UP steam trips ($199) indicate that the traditionally cheap railfan community is getting accustomed to digging deeper for good experiences.

If the adage of "you get what you pay for" is any guide, then the 152 photo trip in Kentucky was a bargain. Thanks to all responsible for making it happen. Do it again next year and I'll be back!

DAVID R. BUSSE
Diamond Bar, Calif.

Just finished reading the "Paris Local" story in the September issue. It was with great surprise to read about Pullman car *Mount Broderick*. To say shocked would be putting it mildly. I though this car should have met with the scrapper's torch years ago.

Mount Broderick saw frequent service on Southern Pacific's old *West Coast Limited* between Portland, Oregon, and Los Angeles. I have ridden this car in the early 1930s from Mt. Shasta, California, all the way through to L.A. and have slept in its sections at least twice. I may be mistaken, but it runs in my mind that this car originally had an observation platform during that era, but later I noticed it had been closed-in to make the solarium it now has. In those days it was painted Pullman green with gold lettering. The electrical system in this car was 32 volts d.c. If you tipped the porter, he would hook up a little converter box in the mens room to plug in your 110 volt a.c. electric razor and have a shave.

It was a great sound while lying in the berth at night to hear a big Cab-Forward road engine and 4-8-2 helper work the grades of the Tehachapis.

Thanks to John Craft for his story.

RAYMOND A. PILTZ
Engineer (retired)
McCloud River Railroad

On RDCs

I am moved to comment on Jim Boyd's remarks concerning RDCs in the September 1988 issue, being a loyal supporter of the RDC concept which in many cases kept passenger service going on some lines for many years after it was due to be terminated. These cars are built to main line standards which are far above those of trolley cars and busses which would not meet main line stress test as do the RDCs. They are also equipped with the then-new Budd Rolokron anti-wheelslide brakes. I was proud to have been a buyer at Budd in those days purchasing couplers, truck frames, etc., and am still proud of those RDCs which I am gland to see are still running after all these years.

ROBERT J. CALHOUN
Zionsville, Pa.

More CSX F-Units

Returning home from vacation, I found the September 1988 R&R awaiting. Of particular interest was the RAILNEWS item on the CSX F-units. I was surprised that all were taken out of regular RoadRailer service late in June, as I had observed all four in RoadRailer service while on my trip. On August 4, 1988, 118 and 119 led R-210 northbound through Paris, Ky., and the following day 116 and 117 brought R-210 through Corbin, Ky. The 116/117 then developed mechanical problems and CSX stand-by power completed the northbound run. Perhaps luck al-

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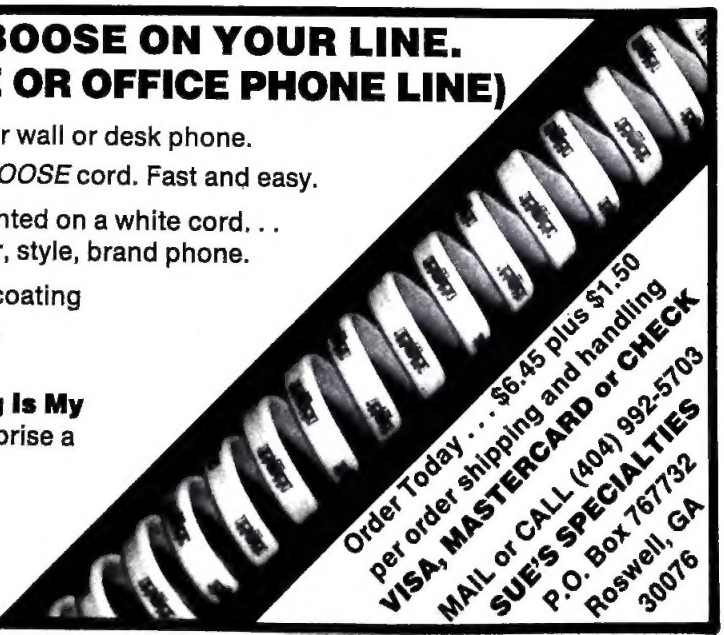

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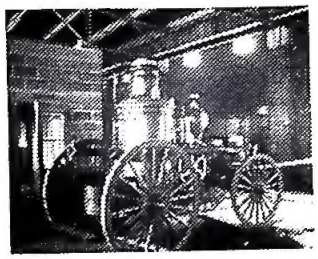
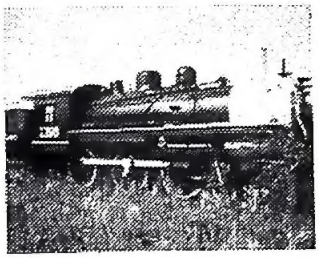

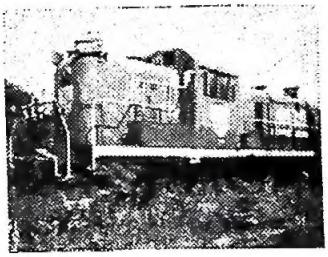

Partial Listing

Excursion Diesels
1953 Maryland Midland FP-7A
1959 Maryland Midland SD-24 (two)
Delaware & Hudson RS-3

Locomotives
1946 Canadian Pacific G5
1913 Canadian National 4-6-0
1877 Prince of Leige 0-4-0
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1926 Plymouth Gas
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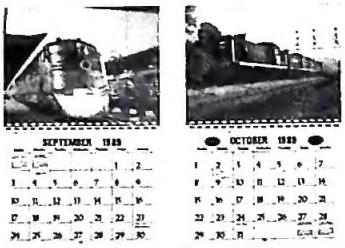

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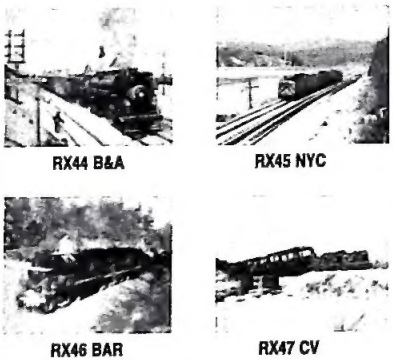

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lowed me to catch the F-units in their twilight, but I though you would like to know that on two days in early August 1988, all four units still proudly lived in RoadRailer service.

LEW METTS
Mechanicsburg, Pa.

Regardless of what information you received, CSX FP7 118 and F7B 119 could not have reached Waycross, Ga., on July 27, 1988, for storage. On August 1 I videotaped 118 and 119 idling with an SCL GP40 in the CSX yard in Plymouth, Michigan. Although no employees were present, they were being readied for a run that night. I am assuming they reached Waycross August 3. I hope readers can be made aware of this. I also must thank you for your TIMETABLE column. Myself, being 13 years old (and an 11-year-old friend) have found it extremely useful in chasing such engines as Nickel Plate 765 and N&W 1218.

PETER RUESCH
Columbus City, Ind.

Our "usually reliable source" at CSX headquarters in Jacksonville was as surprised as we were when that retirement story happened and then immediately "unhappened." We know the units were *pulled out of service for planned retirement from RoadRailer duty, but that decision was apparently rather quickly reversed. Magazine publishing lead times are a real problem in situations like this one*—J.B.

The Durango & Silverton

Your recent article on the Durango & Silverton Narrow Gauge came out just in time. I spent several days in July railfanning and riding the Silverton. I found them to be very friendly to some of my railfan ideas, so I don't think they are negative towards responsible railfan photographers. We even got a free tour of the private car *Nomad*, used by President Charles E. Bradshaw, but got no tour of roundhouse area.

R.T. SMITH
Akron, Ohio

Just got back from Colorado and the Durango & Silverton Narrow Gauge. I made my reservations the day that your article arrived, and I was able to get the car that you recommended. It worked out fine, and some great slides was the result.

Because your article was so accurate, I felt almost like I had been there before.

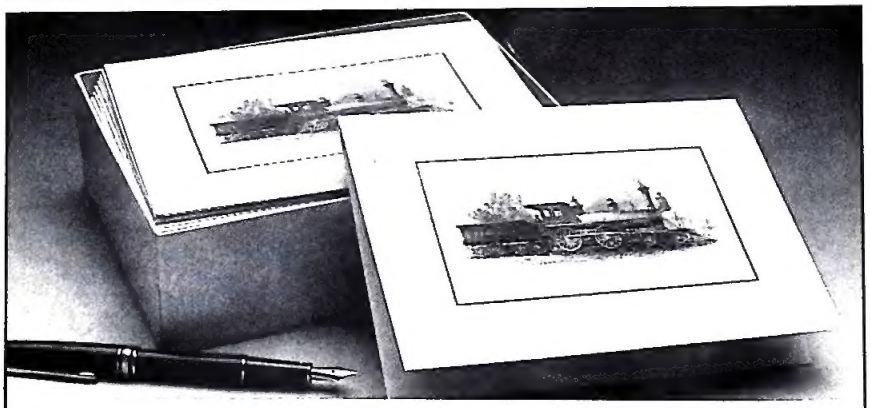
JOHN P. McMAHAN
Davis, Ca.

Grafton, West Virginia

In the MARKERS write-up on Sand Patch on page 64 in the August 1988 issue, you stated that the B&O track ends at Grafton, West Virginia. The track is still in from Grafton to Clarksburg. CSX runs a daily manifest train to Clarksburg, Lumberport and on to Brooklyn Junction. It is known as 316 (eastbound) and 317 (westbound). CSX is only ripping

Railfanning is:

Getting Jeff and Johnny to take the "celebration flags" off the K4 at York, Pa.



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AMERICAN BANK NOTE COMMEMORATIVES

track from Walker, near Parkersburg, to Wilsonburg, near Clarksburg.

CSX runs a Turnaround three or four times a week to do local switching. The railroad still runs PMD, empties and loads to Willow Island Power Plant with loads from two mines on the Weston branch.

CHRIS STROGEN
Bridgeport, W.Va.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN, 1988 Excursion Season. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4, 1218 is N&W Class A 2-6-6-4 and "diesels" are available NS diesels.

October 1, 611 Cincinnati to Muncie, Oh., and return (CCN); **October 1,** diesels Roanoke to Abingdon, Va., and return (RCN); **October 2,** 611 Cincinnati to Danville, Ky., and return (CCN); **October 3,** diesels Roanoke to Shenandoah, Va., one way (RCN); **October 8-9,** 1218 Birmingham, Ala., to Chattanooga, Tn., and return (HOD); October 8-9, diesels Hagerstown, Md., to Luray, Va., and return (WC); **October 15-16,** 611 Chattanooga to Oneida, Tenn., and return each day (TVRM); **October 22-23,** 611 Chattanooga to Oneida, Tenn., and return each day (TVRM); **October 22,** diesels Asheville, N.C., to Bulls Gap, Tenn., and return (ASHV); **October 23,** diesels Asheville to Pisgah Forest, N.C., and return (ASHV); **October 29-30,** diesels Charlotte to Asheville, N.C., and return (PCCN); **October 29,** 611 Atlanta to Toccoa, Ga., and return (ACN); **October 30,** 611 Atlanta to Chattanooga and return (ACN);

November 4, 611 one way Greenville, S.C., to Chattanooga (GVN); **November 6,** 611/diesels Chattanooga to Greenville, S.C. (GVN); **November 5,** 611 Atlanta to Chattanooga and return (ACN); **November 6,** 611 Atlanta to Toccoa, Ga., and return (ACN); **November 12-13,** 611 Jacksonville, Fla., to Valdosta, Ga., and return each day (NFC).

The sponsoring organizations in alphabetical order are: (ACN) Atlanta Chapter NRHS, P.O. Box 81592, Atlanta, GA 30366; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Company, 640 Merrimon Ave., Asheville, NC 28804; (CCN) Cincinnati Railroad Club, P.O. Box 14157, Cincinnati, OH 45250; (GVN) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC 29606; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245; (PCCN) Piedmont Carolinas Chapter NRHS, RR Excursions, P.O. Box 11753, Charlotte, NC 28220, (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (TWC) Tidewater Chapter NRHS, P.O. Box 7185, Portsmouth, VA 23707; (WC) Winchester Chapter NRHS, 29 Whites Place, Winchester, VA 22601;

RAIL AND SAIL VACATIONS. Vacations that combine Amtrak train travel with a luxury cruise. Amtrak, Costa Cruises and Bermuda Star have joined efforts to present three 10 or 11-day tours with 95 departures between September 1988 and December 1989. Tours originate at various points on Amtrak with destinations to the Bahamas, Mexico and Bermuda. For specific tour details and prices contact: Circle America Tours, 7531 Ravensridge, St. Louis, MO 63119; 314/968-9009.

DENVER, COLORADO, October 1. NRHS excursion from Denver to Laramie and return on the UP using diesels (Denver to Speer) and UP 4-6-6-4 3985 to Laramie. Depart Denver 7:30am, many photo runbys. Adult fare $199.50, kids under 12 $189.50. Contact: Intermountain Chapter NRHS, P.O. Box 5181, Terminal Annex, Denver, CO 80217, or the Colorado Midland Chapter NRHS, P.O. Box 824, Colorado Springs, CO 80901.

BOSTON, MASSACHUSETTS, October 1. Fall Foliage Excursion to Vermont via Central Vermont Railway. Routing will be Boston to New London, Ct., Amherst, Mass., and Brattleboro, Vt., and return. Contact: Massachusetts Bay RRE, P.O. Box 8136, Ward Hill, MA 01830; 617/876-9472.

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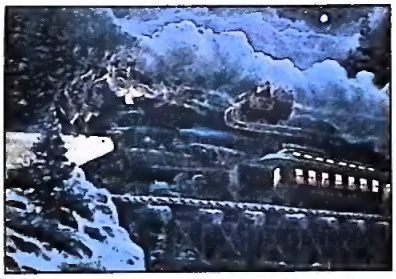
5082 BIG BOY IN ECHO CANYON "Merry Christmas and a Happy New Year"—*artist Howard Fogg*

5114 RIO GRANDE ROYAL GORGE "May there come to you at this holiday time an abundance of the precious things of life: Health, Happiness, and Enduring Friendships"—*artist Mike Danneman*



5111 THE CHRISTMAS EVE EXPRESS "Merry Christmas and a Happy New Year"—*artist Mike Scovel*

5066 THE AMERICAN ON A HOLIDAY RUN **"Never a Christmas morning, never an old year ends...but someone thinks of someone, old days, old times, old friends."** "With every good wish for a Merry Christmas and a Happy New Year"—*artist Gil Reid*

5113 LAST DAYS ON THE RIO GRANDE "May the Peace and Happiness of the Christmas Season abide with you through all the Coming Year"—*artist R.E. Pierce*

5106 DUSK ON DONNER PASS "Wishing you a Merry Christmas and a Happy New Year"
—*artist Gilbert H. Bennett*

5115 BOSTON BOUND—NEW YORK CENTRAL SYSTEM "Merry Christmas and a Happy New Year"
—*artist Howard Fogg*

5002 HOLIDAY LOCAL TO THE NORTH COUNTRY "Peace and Good Will at Christmas and through all the New Year"—*artist Howard Fogg*

5041 PRIDE OF THE NORTHWEST "From our crew to yours... Merry Christmas and Best Wishes for a Happy New Year!"—*artist Howard Fogg*

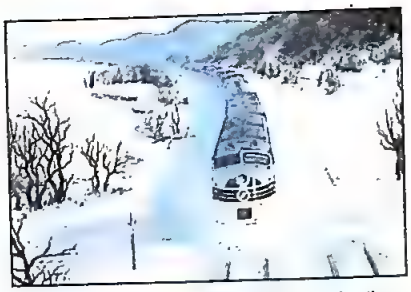
5105 STORM OVER SOLDIER SUMMIT "May the meaning of the Season be deeper, its friendships stronger and its hopes brighter as Christmas comes to you this year"
—*artist Gilbert H. Bennett*

5054 THE YANKEE CLIPPER "Merry Christmas and a Happy New Year"—*artist Howard Fogg*

5060 "To those we love and see each day and other loved ones far away, to all good friends whose friendship means so much and those with whom we're somehow out of touch...Merry Christmas and Happy New Year"
—*artist Carl J. Smith*

5110 MONTANA MAIL—Great Northern Railway "Merry Christmas and a Happy New Year"
—artist Howard Fogg

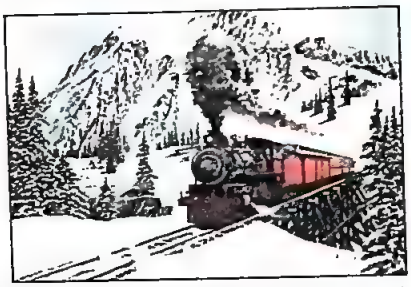
5077 HOME FOR CHRISTMAS "Times change and we with time, but not in the ways of friendship." "Let us keep Christmas, holding it close to our hearts, for its meaning never ends and its spirit is the warmth and joy of Remembering Friends"—*artist Carl J. Smith*



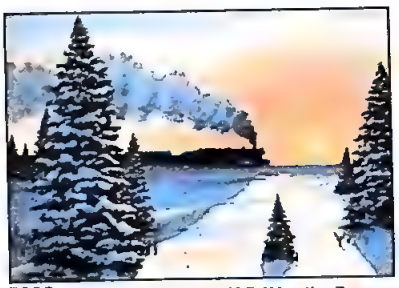
5109 BURLINGTON TWIN CITIES ZEPHYR "May there come to you at this holiday time an abundance of the precious things of life: Health, Happiness, and Enduring Friendships"—*artist Mike Danneman*

5038 THREE FOR THE HILL "This brings a prayer at Christmas time that God will always bless your home and you and those you love with lasting happiness."
—artist Howard Fogg

5095 WESTERN MARYLAND WINTER "May there come to you at this holiday time an abundance of the precious things of life: Health, Happiness, and Enduring Friendships"—*artist Howard Fogg*

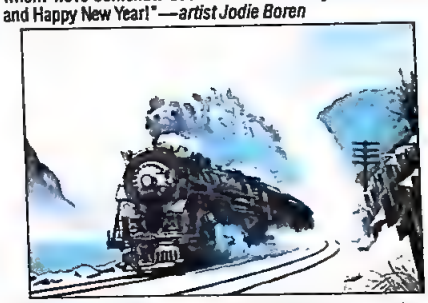


5096 HOME FOR CHRISTMAS "To those we love and see each day, and other loved ones far away, to all good friends whose friendship means so much, and those with whom we're somehow out of touch...Merry Christmas and Happy New Year!"—*artist Jodie Boren*



5090 SOD LINE WINTERSCAPE "May the Peace and Happiness of the Christmas Season abide with you through all the Coming Year"—*artist Mike Danneman*

5089 SANTA FE SUPER CHIEF "Merry Christmas and a Happy New Year"—*artist Mike Danneman*



5013 GREEN FLAGS FOR A CHRISTMAS RUN "May the meaning of the Season be deeper, its friendships stronger and its hopes brighter as Christmas comes to you this year"—*artist Howard Fogg*

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Mix and Assort: Order all one card number or mix and assort numbers in any combination you choose to total 15 cards or more.

Imprinting (optional): Name imprinted in cards, add $5.50; address imprinted on envelopes, add $5.50.

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Total		$

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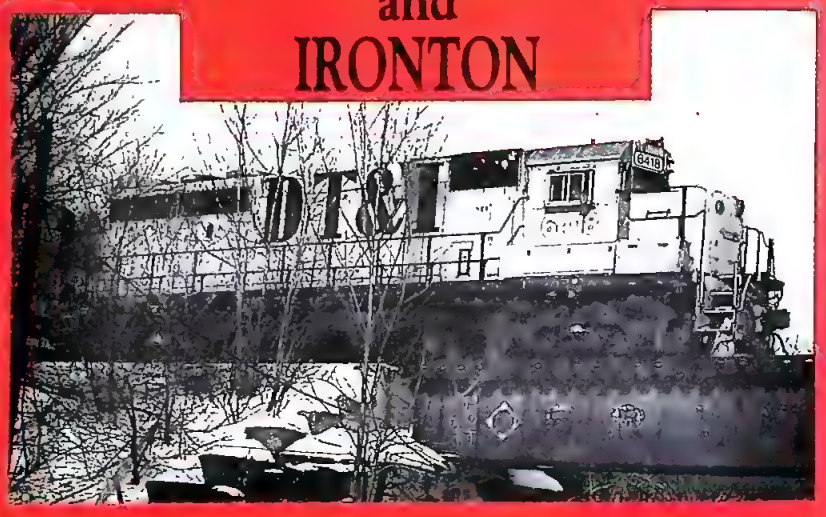

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WILMINGTON, DELAWARE, October 1. Brandywine Valley Rail Rambles on the Wilmington & Northern branch of the Octoraro Railroad. Train departs Greenville, Del., for a 4-hour roundtrip to Northbrook, Pa., and return. Equipment will be Wilmington & Western's SW1 and S2 diesels with open-window coaches. Reservations required. Contact: Wilmington & Western Railroad, P.O. Box 5787, Wilmington, DE 19808; 302/999-9008 or 302/998-1930.

ARCATA, CALIFORNIA, October 1. Fund raising excursion on the "North Coast Daylight." Depart Arcata 10am, ride south to Alton, traverse the Carlotta branch to the end of track, back to Alton, north to Korblex and return to Arcata 4pm. Adult fare including lunch $35, kids 4-12 $20, under age 4 rides free. Contact: Arcata and Mad River Railroad Historical Society, P.O. Box 230, Arcata, CA 95521.

HONESDALE, PENNSYLVANIA, October 1-2, 8-9, 15-16 and 29. Fall Foliage excursions on the "Stourbridge Line" Honesdale to Hawley, Pa., and return, using BL2 54 and open window coaches. Train departs Honesdale 9:30am and 2:30pm each day. Contact: Wayne County Chamber of Commerce, 742 Main Street, Honesdale, PA 18431; 717/253-1960.

GOLDEN, COLORADO, Fall operations at the Colorado Railroad Museum. Colorado's oldest operating narrow-gauge steam locomotive, 2-8-0 346 will be steamed up October 15-16, and an RGS "Galloping Goose" will run on October 1. Contact: Colorado Railroad Museum, P.O. Box 10, Golden, CO 80402; 303/279-4591.

OTTAWA, ONTARIO, October 2. Ride the "Autumn Valley Express" behind CNR 4-6-2 1201 on CN's freight-only Beachburg Sub. Depart National Museum of Science & Technology, 1867 St. Laurent Blvd., at 8am to return 7pm. Train will have both open and closed window coaches. Fare $50. Contact (SASE please): Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario, Canada K1N 8V1.

WHIPPANY, NEW JERSEY, October 8. "Railroad Festival '88" at the Whippany Railroad Museum on Route 10 from 11am-4pm. M&E Alcos, GG1 4873, NJ Transit, NRHS and other equipment will be on display. O. Winston Link will be on hand to autograph his books and an Operation Lifesaver presentation will be given. Admission: donation. Contact (SASE please): Whippany Railroad Museum, P.O. Box 6, Whippany, NJ 07981.

HAGERSTOWN, MARYLAND, October 8-9. Annual "Autumn Leaf Special" on NS Virginia Division from Hagerstown, Md., to Shenandoah, Va., and return. Optional 3-hour layover at Luray for the 19th Annual Page County Heritage Festival. Contact (SASE please): Winchester Chapter NRHS, 29 Whites Place, Winchester, VA 22601; 703/662-8964.

FAIRMONT, WEST VIRGINIA, October 8-10. The B&O Railroad Historical Society's 9th Annual Convention at the Fairmont Holiday Inn. Historic railroad site tours, model and photo contests, film and slide shows, a banquet and more. Contact (SASE please): B&ORRHS, P.O. box 13578, Baltimore, MD 21203; 301/592-7034.

READING, PENNSYLVANIA, The Blue Mountain & Reading 1988 off-line excursions on Conrail are planned for the fol-

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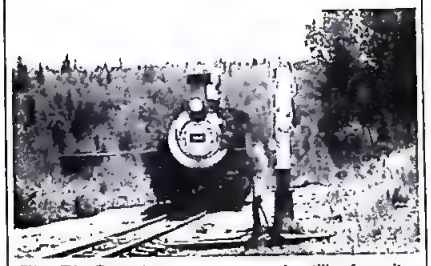
NARROW RAILS STILL SHINE



The Rio Grande narrow gauge is still a favorite railfan attraction. Join Railway Productions as we examine the two remaining segments of the narrow gauge, the Durango & Silverton and the Cumbres & Toltec. Along the way, talk to noted Colorado rail historians, as well as railroaders of yesterday and today. There's plenty of railroading action as we travel the length of both lines by rail and trackside.

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"...you'll like it" - Sn3 Modeler
"...a masterpiece" - Railfan & Railroad
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lowing dates. All trains originate from BM&R Temple, Pa., depot on the north side of Reading. Locomolives are: 2102, Reading 4-8-4; 425, BM&R ex-GM&N 4-6-2; diesels, Reading C630 5308 and GP30 5513.

October 9, Tamaqua with diesels.
October 16, 2102 to Jim Thorpe and return.
December 3, 425 to Philadelphia Galleria and return.
Contact: 425 Concessions, Inc., c/o Blue Mountain & Reading Railroad, P.O. Box 425, Hamburg, PA 19526; 215/562-4083.

HUNTINGTON, WEST VIRGINIA, October 15, 16, 22 and 23. Annual New River George trips with NKP 2-8-4 765 from Huntington and Charleston to Hinton, W.Va., and return each day. Contact: Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707.

WILMINGTON, DELAWARE, October 15, 22 and 29. Autumn Leaf Specials on the Wilmington & Western Railroad. Train departs Greenbank Station 11am and 2pm for a 2½ hour trip to Hockessin, Del., and return. Train will be 2-8-2T 37 and open window coaches, possible diesel return. Reservations required. Contact: Wilmington & Western Railroad, P.O. Box 5787, Wilmington, DE 19808; 302/999-9008 or 998-1930.

LEADVILLE, COLORADO, October 15. NRHS excursion on the new Leadville, Colorado & Southern from Leadville to Climax and return. Departs the old C&S Leadville depot at 2pm for the 2½-hour trip. Consist will be LC&S GP7, open gondolas with a caboose. Adult fare $15, kids under 12 $9. Space is limited. Contact: Intermountain Chapter NRHS Passenger Agent, P.O. Box 5181-TA, Denver, CO 80217; 303/623-6747, or Colorado Midland Chapter NRHS Passenger Agent, P.O. Box 824, Colorado Springs, CO 80901.

VANCOUVER, BRITISH COLUMBIA, October 21-25. "Great Canadian Steam Railway Excursion" with Royal Hudson 2860 and ex-CNR 4-8-2 6060 doubleheading a daylight-only CN excursion from Vancouver to Jasper and on to Prince George. From Prince George, 4-6-4 2860 and ex-CPR 2-8-0 3716 will doublehead down BC Rail back to Vancouver. Round-trip fares C$1498 (US$1298), one way Vancouver to Jasper C$649 (US$549). Prices include meals, hotels, taxes and gratuities, and are base on double occupancy. Add C$100 (US$85) for single occupancy. Contact: Addison Travel Marketing, 102-1260 Hornby St., Vancouver, BC, Canada V6Z 1W2. In USA call toll-free 800/663-9157. In Canada call collect 604/681-8377.

NEW YORK, NEW YORK, October 22. Fall foliage Hudson River boat trip on a chartered vessel to photograph activity on Conrail's River Line and MNCR's Hudson Line. 13 scheduled trains will pass during the 5½-hour cruise. Departure from Peekskill, N.Y. Fare $45, connecting train from New York City and return is extra. Contact: Railroad Enthusiasts New York Division, 621 Emerson Ave., Elizabeth, NJ 07208; 201/377-5507.

ASHEVILLE, NORTH CAROLINA, October 22-23. Two fall foliage roundtrips; Saturday from Asheville to Bulls Gap, Tenn., through scenic French Broad River Valley. Sunday, Asheville to Pisgah Forest, N.C., over freight-only trackage. Adult fare $32, box lunch $5. First class available. Contact: Asheville Chapter NRHS, 523 Merrimon Avenue, Asheville, NC 28804; 704/253-7648, after 5:30pm EST 704/254-5756 or 665-1732.

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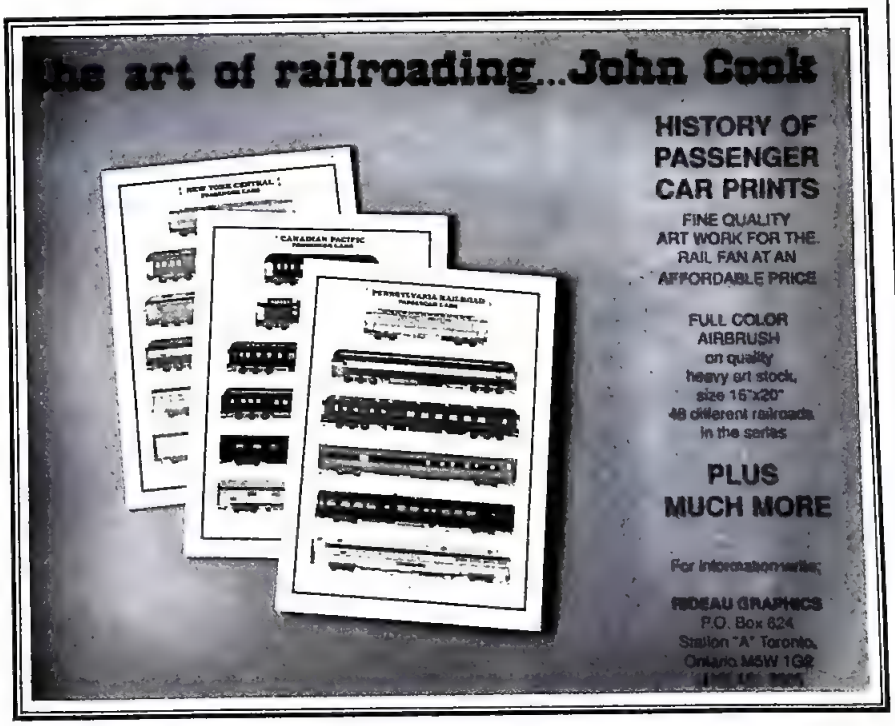
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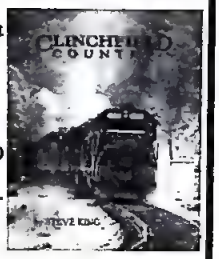

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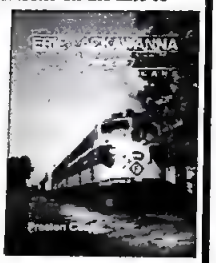

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DURAND, MICHIGAN, October 29. The 1988 Michigan Railroad History Conference at Durand Union Station. Fee $25. Scheduled luncheon speaker is Mark Smith of L&RP. Contact: Gregory J. Degowski, Bluewater Michigan Chapter NRHS, P.O. Box 296, Royak Oak, MI 48068-0296.

PERRIS, CALIFORNIA, October 29-30. Annual Fall Rail Festival at the Orange Empire Railway Museum, 9am-5pm each day. Steam trains and electric trolleys will operate both days, and antique cars will be on display. Free parking. An unlimited ride pass is $5, kids 6-11 $3, under 5 free. Contact: Orange Empire Railway Museum, 2201 South A Street, Perris, CA 92370-0548; 714/657-2605.

WARWICK, NEW YORK, October 30. Excursion over the former L&HR and Susquehanna railroads from Warwick to Butler, N.J., and return in conjunction with the Anthracite Railroads Historical Society annual Banquet. NYS&W equipment will be used. Seats for public sale are limited. Two photo runbys are planned. Fares $45, optional box lunch $5. No tickets will be sold after October 15. Contact: ARHS Rail Trip, c/o Brad L. Bair, 419 Derstine Ave, Lansdale, PA 19446

MADISON, INDIANA, November 25-26 and December 2-4. "Nights Before Christmas" tours of the restored Madison railroad station will be given. The octagonal building was originally built in 1895. Contact: Madison Visitor's Council, 301 East Main Street, Madison, IN 47250; 812/265-2956.

INTERNATIONAL TOURS

TRAINS UNLIMITED TOURS, c/o The Travel Experience, 1430 Myers Street, Suite H, Oroville, CA 95965; 916/534-8555, is organizing the following tours conducted by noted railfan Chris Skow. Contact them for specific information.

Southern Andes, October 27-November 17. Steam, diesel and electric, five charter trains, private cars, some regular trains on three gauges for over 2500 miles. Photo runbys on a chartered train up the famous Ramal C-14 line to an elevation of 12,196 ft. Locomotives include 2-10-2s, 2-8-2s, Alco diesels and ex-Pacific Electric equipment. Cab rides available.

Central America, December 9-17. "Central American Steam Adventure" will feature steam charter trains and a mixed train with a private car. Baldwin 2-8-2s, cab rides, 3.7% grades with tunnels, shop tours and plenty of runbys. Tour railroads from the Pacific to the Caribbean across five mountain passes.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

South China, November 12-29. Narrow gauge extravaganza.

Vietnam, December 31-January 21. French-built steam; tour Hanoi, Ho Chi Minh and points between.

Philippines, January 17-February 4, 1989. "Steam in Paradise" with sugar mills at peak season.

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RAILROADIANA MEETS

HARTVILLE, OHIO, October 8-9. Ohio Department of Natural Resources Ohio Railroad Days at Quail Hollow State Park, 13340 Congress Lake Ave. Saturday 10am-6pm; Sunday 10am-5pm. Free admission. Operating layouts, prototype displays, film and slide shows, guest speakers, home cooked food and more. Contact: Douglas S. Nichols c/o Nick's Sales & Service 7251 Middlebranch Ave N.E., North Canton, OH 44721; 216/494-0125.

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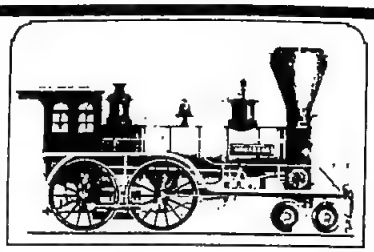

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MONROEVILLE, PENNSYLVANIA, October 8-9. Pittsburgh Model Railroad Historical Society's Greater Pittsburgh Model Train Sale at the Pittsburgh Expo Mart 10am-4pm. Donation $4, kids under 12 free. Operating layouts, displays, demonstrations and over 300 tables. Contact: Vincent F. Degrazia, 3 Oak Lane, Mars, PA 16046, 412/625-2643.

TAUNTON, MASSACHUSETTS, October 9. The WPEP Trainarama and A&D Toy-Train Meet at Taunton High School 9am-4pm. Free admission. Contact: Thomas F. Drake c/o A&D Toy-Train Village, 49 Plymouth Street, Middleboro, MA 02346; 508/957-5303.

GREAT AMERICAN TRAIN MART 1988 season. All shows are held 10am-4pm and feature a layout of the month. Adults $3, kids under 12 free. Contact: GATS Ltd.; 312/834-0652.

Chicago, Illinois, October 9, Dupage County Fairgrounds, Wheaton, Ill.

San Francisco, California, October 30, Solano County Fairgrounds, Vallejo, Ca.

Chicago, Illinois, November 13, Dupage County Fairgrounds, Wheaton, Ill.

San Francisco, California, November 27, Solano County Fairgrounds, Vallejo, Ca.

Chicago, Illinois, December 11, DuPage County Fairgrounds, Wheaton, Ill.

Milwaukee, Wisconsin, December 18, Waukesha County Expo Center, Waukesha, Wisc.

TRAIN TOURS INCORPORATED, 1988 schedule. All shows are Friday and Saturday 10am-9pm, Sunday noon-5pm and free admission unless noted. Contact: Steve Metro, 9641 Silk Ave., Cleveland, OH 44102; 216/631-9119.

Burton, Michigan, October 14-16, Courtland Center.

Alliance, Ohio, October 28-30, Carnation Mall.

Westlake, Ohio, November 12 only, Westlake High School. Adults $1.75, family $3.50, kids under 10 free.

Cleveland Heights, Ohio, November 18-20, Senernice Hall, 3640 Mayfield Heights Road.

Akron, Ohio, December 10-12, Quaker Square Hilton, 135 Southe Broadway.

ASHFORD, CONNECTICUT, October 15. Model Train Meet sponsored by the Ashford Volunteer Fire Department at the St. Philip Center on Route 44, 10am-4pm. Admission $2. Contact: Billy Mihanki, 73 Kent Court, Ashford, CT 06278; 203/429-9821 after 4pm.

POUGHKEEPSIE, NEW YORK, October 16. The 17th Annual Railroad Exposition sponsored by the Hudson Valley Railroad Society at the Mid-Hudson Civic Center 11am-4pm. Adults $2, kids $1. All proceeds go to the Hyde Park Railroad Station National Historic Site. Contact: Denny Evaul c/o HVRS, Railroad Station, Hyde Park, NY 12538; 914/297-0901.

SPOKANE, WASHINGTON, October 23. Annual Fall Spokane & Inland Empire Model Railroad Show and Swap Meet at the Spokane Interstate Fairgrounds 10am-4pm. Admission $2, kids free with adult. Contact: Sprague Station, East 11017 Sprague, Spokane, WA 99206; 509/924-4057.

INDIANAPOLIS, INDIANA, October 29. Crossroads of America 8th Annual Railroadiana Show & Sale at the Indianapolis National Guard Armory on South Holt Road 9am-4pm. Adults $2, over 200 tables. Contact: Larry Woodard, 5447 University, Indianapolis, IN 46219; 317/353-8545.

SCRANTON, PENNSYLVANIA, October 29. An Absolute Auction of part of the Steamtown USA collection at the Steamtown yard in Scranton. Certain steam and diesel locomotives, coaches, box cars, fire fighting apparatus a Model T truck and more. All auctioned items must sell, no minimums, no reserves and buyers must have cash, cashiers check or letter of credit. Inspection is Friday, October 28. Contact: Bob Bonbrake, 800/841-9400.

LITTLETON, NEW HAMPSHIRE, October 29. Ammonoosuc Valley Railway Association's Annual Fall Model Railroad Show at the Continental 93 Motor Inn, I-93 Exit 42, 10am-

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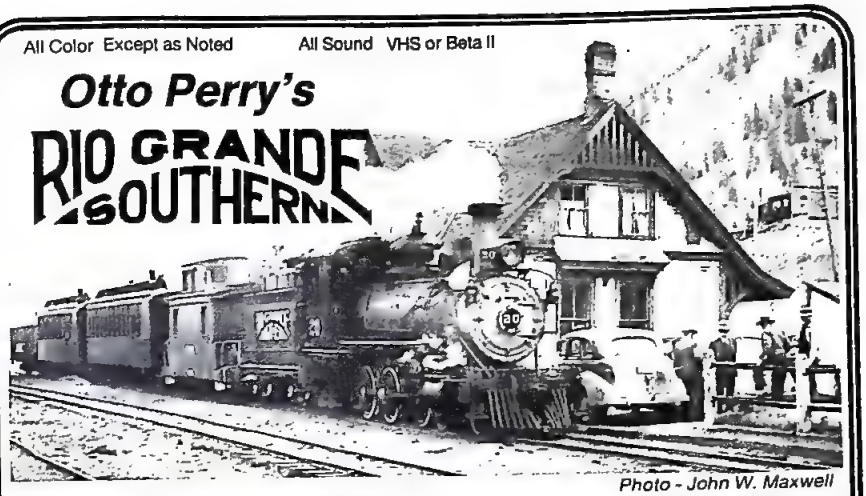

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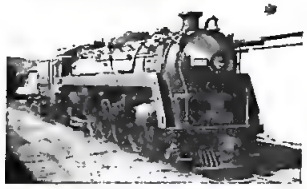

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ELMONT, NEW YORK, October 30. St. Vincent Depaul Parish Train Show at the St. Vincent Depaul School auditorium 10am-4pm. Admission $3.50, kids under 12 free with adult. Contact: Frank Deorio, 1510 Depaul Street, Elmont, NY 11003; 516/352-2127.

MOORHEAD, MINNESOTA, October 30. The 10th Annual Spud Valley Model Railroad Club's Railroad and Model Railroad & Toy Flea Market & Show at the Moorhead National Guard Armory, 1002 15th Ave. North. Adults $1, families $2, kids under 12 free. Contact: Railroad Flea Market, Box 374, Moorhead, MN 56560; 218/789-7677.

ST. LOUIS, MISSOURI, November 5. The Mid-Contenent Region St. Louis Area NMRA Meet at the Viking Lodge, 10709 Hwy 366, 8:30am-3pm. Many tables and operating layouts. Advance registration $4, at the door $5. Contact: Rich Jennings, 3110 Glenwood Court, St. Ann, MO 63074; 314/429-4513 after 6pm.

NORTH HAVEN, CONNECTICUT, November 5. The New Haven Historical & Technical Association's 26th Annual Train Show at the Ramada Inn on Route 5, 9am-5pm. Over 100 tables with model and railroadiana displays. Conrail Chairman L. Stanley Crane to speak at a banquet afterward beginning 7pm. Tickets by advance reservation only. Contact: Robert P. Wuchert, NHR&TA, 24 North Whittlesey Avenue, Wallingford, CT 06492.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7566 Main Street, Sykesville, MD 21784; 301/795-7447.

Cherry Hill, New Jersey, November 5-6, Garden State Park.

Monroeville, Pennsylvania, November 19-20, Pittsburgh Expo Mart.

Wilmington, Massachusetts, November 26-27, Shriner's Auditorium.

Timonium, Maryland, December 3-4, Timonium Fairgrounds.

King of Prussia, Pennsylvania, December 10-11, Valley Forge Convention Center.

BLOOMINGTON, ILLINOIS, November 5-6. Central Illinois Great Train Show at the College Hills Mall. Saturday 10am-9pm, Sunday noon-5pm. Free admission. Contact: Keith Erickson, Central Illinois Railroad Club, P.O. Box 1692, Bloomington, IL 61702; 309/662-1048.

GREAT AMERICAN TRAIN SHOW 1988 season. All shows are from 1pm-7pm on Saturday, 11am-5pm on Sunday and feature operating layouts. Admission is $4, kids under 12 are free. Contact: GATS Limited, 312/834-0652.

Louisville, Kentucky, November 5-6, Commonwealth Convention Center.

Indianapolis, Indiana, November 19-20, Indiana Convention Center.

St. Paul, Minnesota, November 26-27, St. Paul Civic Center.

Columbus, Ohio, December 3-4, Franklin County Veterans Memorial, 300 West Broad Street.

Oklahoma City, Oklahoma, December 10-11, State Fair of Oklahoma, 500 Land Rush Street.

Houston, Texas, December 17-18, George R. Brown Center, 1001 Convention Center Blvd.

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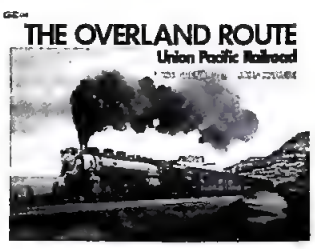

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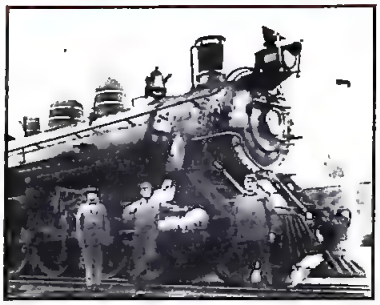

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ALEXANDER, NEW YORK, November 6. Genesee Society of Model Engineers Train Meet at the Alexander Fire Department Recreation Hall on Route 98, 9am-2pm. Adults $2, families $5, kids $1. Contact: Marty Phelps, 716/343-7976 or Bruce Dillon, 716/343-5378.

DUBUQUE, IOWA, November 6. Dubuque Rails 3rd Annual Model Railroad Show at the Riverside Bowl Ballroom, 1860 Hawthorne, 11am-5pm. Adults $1, kids free. Contact: Fred Uthe, 327 Klingenberg, Dubuque, IA 52001; 319/582-7923.

TORRINGTON, CONNECTICUT, November 6. 3rd Annual Torrington High School Band Train Show 10am-3pm at the high school gym on Major Besse Drive. Adults $2, family $5. Contact: Phillip A. Lent, 123 McGuiness Street, Torrington, CT 06790; 203/489-8961.

HENDERSONVILLE, NORTH CAROLINA, November 12-13. The Hendersonville Hobby Show at the National Guard Armory on Spartenburg Highway from 10am-5pm both days. Adults $2.50, kids under 12 free. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28025; 704/786-8373.

RANDOLPH, MASSACHUSSETTS, November 13. "Rail-a-Rama" at the Lantana near Routes 128 and 28, 10am-4pm. Adults $2, kids $1. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136; 617/361-4445.

NORWALK, OHIO, November 13. The Norwalk & Western Railroad Club Train Show & Swap Meet at the Norwalk National Guard Armory 10am-4pm. Adults $1.50, families $3, kids under 12 free. Contact: Steve LaConte, P.O. Box 938, Norwalk, OH 44857; 419/668-6225.

GREENWICH, CONNECTICUT, November 13. The Westchester Model Railroad Club's Genuine "Rye" Train Meet at the Greenwich Civic Center from 10am-3pm. Adults $3. Contact: Bob Wilson, TWMRC, P.O. Box 358C, Rye, NY 10580; 914/937-7565.

ABINGTON, PENNSYLVANIA, November 19. Abington Twp. Police Association's 2nd Annual Holiday Railroad Extravaganza at the Abington Junior High School 9am-2pm. Adults $2, kids under 12 free. Contact: ATPA, P.O. Box 211, Abington, PA 19001; 215/887-1460.

HEMPSTED, NEW YORK, November 20. Long Island Train Meet at the Knights of Columbus Hall, 83 Greenwich Street, 9am-1pm. Adults $3, kids under 12 free. Contact: Ernie Knudsen, 220 Touville Road, Coplague, N.Y. 11726; 516/691-7628 or 516/486-6658.

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PORT JERVIS, NEW YORK, November 21-22. 3rd Annual Erie Depot Train Show at St. Mary's Church Hall, 26 Ball Street, Saturday 11am-5pm, Sunday noon-5pm. Adults $2, kids $1, under 5 free. Proceeds will help restore the ex-Erie depot in Port Jervis. Contact: Depot Preservation Society, P.O. Box 1004, Port Jervis, NY 12771; 914/856-6734 or 856-8684.

HUNTINGTON, WEST VIRGINIA, November 25-27. The Appalachian Model Railroad Society's 31st Annual Show at the Huntington Civic Center, Friday 6pm-10pm, Saturday 10am-10pm and Sunday noon-5pm. Adults $2, kids under 16 $1. Contact: Mike Xenos, 354 South Walnut Street, Huntington, WV 25705; 304/522-2660.

FORT WAYNE, INDIANA, November 26. Train and Collectable Toy Show at The Lantern, 4420 Ardmore, 11am-4pm. Adults $1.50, kids under 12 free. Contact: Royce L. Hutchison, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

CHARLOTTE, NORTH CAROLINA, November 26-27. 5th Annual Carolina Model & Hobby Expo at the Merchandise Mart, 2500 East Independence Blvd. Saturday 9am-6pm, Sunday 10am-5pm. Railroadiana section hosted by the Triad Live Steamers. Adults $3, kids 6-12 $1. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28025; 704/786-8373.

Camera Bag

BY JIM BOYD

Kelly's Camera Bag

It was visible as Bruce Kelly walked up the ramp at Newark Airport, arriving in New Jersey to interview for the job of associate editor at R&R. Slung over his shoulder was the biggest camera bag I've ever seen on a railfan. Offering a hand at the luggage carousel, I picked up that camera bag. The words that came to mind were from one of George Drury's tales of European travel in *Trains*: something about carrying around his "depleted uranium collection."

That Tamrac Super Pro weighed a ton. Well, 30 pounds, to be exact. My Kiwi bag in combat mode tips in at only ten-and-a-half.

Bruce is a "Western" railfan, accustomed to tramping the wilds of Marias Pass or the dusty terrain of Cajon. Self sufficient. More prepared than your average Boy Scout. I am a typical Midwestern railfan transplanted into the East. Basically lazy. Ready to roll down the window and shoot from the car whenever necessary. Much preferring a stop at McDonalds to a knapsack of granola bars.

What could Kelly have stashed in that great canvas cavern? Have you ever been tempted to have your wife or girlfriend dump out her purse and inventory the contents?

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1000 SE. Two Pentax K-1000s. Two Pentax 50mm f2 lenses (yes, folks, he not only owns a normal lens, he has two of 'em; so much for the theory that Western railfans consider anything less than 180mm to be "wide angle"). And there is a wide angle: a Pentax 28mm f2.8. But here come the teles: a Pentax 200mm f4, an Albinar 135mm f2.8, a Toyo 500mm f8 and an Albinar 2X teleconverter.

There are also Vivitar 12mm, 20mm and 36mm extension tubes for close-up work. And filters: five UV filters, three K2 yellow filters, two XO green filters, a polarizing filter and a tungsten-to-daylight correction filter. For work without eyeglasses, three +2 diopters for optional vision-correction of viewfinders. Add to this a Gossen compact light meter and a gray card.

Then there is a Sunpak Auto Zoom 333 Thyristor electronic flash, ten rechargeable NiCad AA batteries for flash and scanner, twelve spare Duracell AA batteries for the winder and emergency flash replacement and a Bearcat BC-100 programmable radio scanner with earplug and a wall recharger and a cigarette lighter adapter for use in a car. And don't forget 3-amp fuses for the cigarette lighter power cord. There is also a wall recharger for the flash NiCads and a Casio SL760 solar-powered credit-card-size calculator.

ASSOCIATE EDITOR Bruce Kelly's Tamrac Super Pro camera bag holds everything but the darkroom wetsink. While it can be toted around for location work, it functions best when placed on the passenger seat of a car for quick access to camera and contents.

Getting down to the small stuff, there are three cable releases, a 30-foot air hose/rubber bulb remote shutter release and a 15-foot electronic remote release for use with the winder. There is also a shoulder strap for a Bogen tripod, a pair of compact needle nose pliers, a miniature screwdriver set and adhesive labels for special film roll marking. There is one Fuji film can containing spare camera button batteries and a nickel for opening the camera battery compartments plus a rolled-up copy of Bruce's Burlington Northern liability release form.

Continuing with the small stuff, you will find diffusion plates for the flash head and a coiled extension cord for the flash. There is a Mini Maglite flashlight with additional colored lenses (including a red lens for emergencies), an anti-static cleaning cloth, spare wingnuts for a Bogen tripod, a rubber viewfinder eyecup, a rubber dust blower ball, lens cleaning fluid, two packets of lens cleaning tissue, a combination money clip/pocket knife and foam earplugs (well prepared for Eastern railfanning with *Railpace* Editor Tom Nemeth, I see). There is also Cutter solid stick insect repellent and a bottle of aspirin.

For record keeping, there is a six-inch EMD ruler/depth gauge and an EMD ballpoint pen, plus two more ballpoints, a compact reel measuring tape and a compass. So he can figure out how to use this stuff there is an envelope containing all the instruction manuals as well as a fistful of 3×5 note cards with various exposure indexes for use with fill-in flash and time exposures. In addition to a 5×7 six-ring notebook, the bag carries a bi-weekly date book and log with phone directory, some spare negative sleeves for on-the-road processing of Ilford XP-1 black & white (at a one-hour color lab), a Rand-McNally road atlas, a collection of topographic maps and a railroad radio frequency directory.

The only thing left to tally is a film supply, which usually consists of five to eight rolls of Ilford XP-1 black & white and about the same quantity of Kodachrome 64, plus one or two rolls each of T-MAX 3200 b&w and Kodachrome 200 as well as a roll or two of Kodak VR-G 100 color print film for "snapshots."

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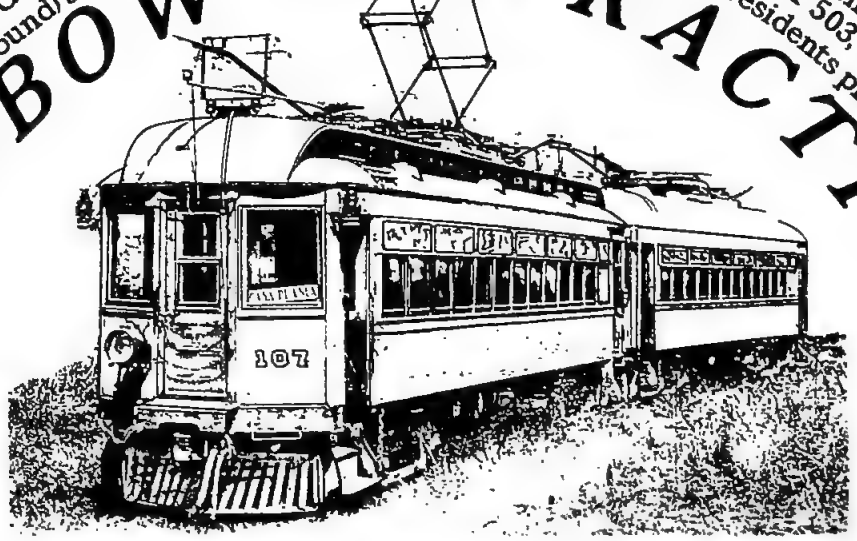

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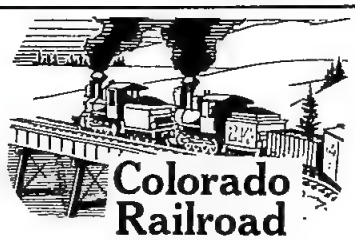

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In spite of its sheer volume, the camera bag is very well organized with five external pouches and a false bottom "basement" compartment. Inside the top flap there are two netting film compartments and a padded pouch with a Velcro closure. The interior of the bag itself is a well-ordered labyrinth of "bridges" and dividers interlocked with Velcro tabs, creating a customized interior tailored to any specific requirements (my Kiwi bag has a similar interior, though not as extensive). The carrying strap system completely encircles the camera bag, and Tamrac has reportedly stress tested it to 1500 pounds.

While Bruce sometimes carries the bag along on rail yard walk-abouts, he does not pack the full 30 pounds with him on long hikes up mountainsides. He finds the bag particularly handy for railfanning in an automobile, where he can work from the driver's seat and put the camera bag on the passenger's seat for quick access. The big, heavy bag is quite stable and rides well in the car. For venturing out with the "away team," Bruce will take along only the cameras and lenses needed for the particular task at hand; if it is to be a long trek away from the car, he will use a small biker's backpack to carry a greater variety of gear.

All joking aside, this is where my ten-pound Kiwi and Kelly's 30-pound Tamrac really serve the same purpose. I use my Kiwi as the "excursion module" to carry around in the field, while keeping much of the bulky gear (tripods, flashguns, lantern, maps, frequency guide, etc.) in my car—which Del Vecchio refers to as my "mobile wallet." Kelly just puts most of that into the big camera bag to keep it a bit more transportable and compact. It will be interesting to see who converts whom or whether our two different approaches to camera bags will remain unchanged.

Railroadiana

What's New?

The Pocket Guide to Railroad Radio Frequencies—1989 is a thick 7"×8½" softcover containing detailed radio frequency listings for railroads and much more. Specifically, railroads from Aberdeen & Briar Patch to Yreka Western are covered, as are commuter railroad authorities, Amtrak nationwide, light rail systems, twelve major tourist railroads and even the 24-hour national weather channels. (Rail photographers often check the weather reports before heading out for a weekend of shooting.) Railroads known to *not* use radios are listed too, so you won't search in vain for unnecessary frequencies or crystals. A unique chapter cross references in numerical order certain frequencies which are used by two or more railroads. Designed like an employee timetable, this book can be folded for carrying in a camera bag or your pocket or it can be kept flat for use at home. The price for *The Pocket Guide to Railroad Radio Frequencies* is $9.95 postpaid; order from Bruce K. Heald, 6886 Jefferson St., North Branch, MI 48461.

New this month from Golden West Books is John Kirchner's *Baja California Railways.* It tells the history of railroads on Mexico's peninsula south of California, a region where American, British and Mexican entrepreneurs began to build standard gauge lines inland from the Pacific coast as early as the 1890s to tap agricultural and mineral riches.

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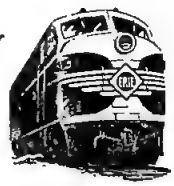

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Of particular interest is the coverage of Southern Pacific's San Diego & Arizona Eastern operations south of the border on the Inter California and Tijuana & Tecate railroads. Numerous maps, photos, rosters and other illustrations help to make this a rather definitive book on the subject. The 350-page 5½"×8¾" hardcover sells for $29.95 from Golden West Books, P.O. Box 80250, San Marino, CA 91108.

The United Railroad Historical Society of New Jersey, Inc., has produced the first of its "New Jersey Rail Commemorative Series" of limited edition prints representing railroads that made New Jersey an important transportation hub. Titled "The *Erie Limited* on Collins' Curve, Waldwick, New Jersey," the 21"×26" format color reproduction of the Deb Hoeffner original is printed on heavy stock paper. It depicts E8 833 in Erie's two-tone green scheme leading the *Limited* through fall foliage on the four-track main line at the Waldwick curve made famous by veteran photographer Bob Collins. A colorful and technically accurate rendering, the edition is limited to 2000 prints, with the first 300 signed and numbered by the artist. Prices for the signed and numbered prints are $65.00 each plus $2.00 shipping, and $20.00 each plus $2.00 shipping for unsigned editions (N.J. res. add 6% sales tax). Order from and make checks payable to: U.R.H.S. of N.J., Inc., 158 Heights Terrace, Middletown, NJ 07748. Funds raised from this series of prints will be used for the establishment of a New Jersey State Transportation Museum, with the immediate goal of repainting two NJT E8s in the Erie green colors shown in the Deb Hoeffner artwork.

Hank Webber of Vintage Views has been offering a series of black & white lithographs described as "Steam Era Classics" and featuring photos of such diverse subjects as a CNJ Camelback 4-6-0, SP's *C.P. Huntington*, a C&NW E4 4-6-2 and an NYC Dreyfuss Hudson. The two latest editions are action shots outside CNJ's Jersey City Terminal of Reading's *Crusader* and Baltimore & Ohio's *Royal Blue*, both powered by distinctive streamlined 4-6-2s. The 1937/38 views were taken with a tripod-mounted Kodak folding camera and are well reproduced in an 16"×20" image on 100-pound coated stock. They sell for $9.95 each postpaid, or $14.95 for sealed copies from Vintage Views, 18 Englewood Lane, Dept. RV, Warwick, RI 02888.

Something unique is a little book called *The Remarkable Railroad Passes of Otto Mears* by William K. Strong. Otto Mears was an orphan who through a series of events became involved in at least six railroads in the Silverton, Colorado, area including the Silverton Railroad. Mr. Mears started the Rio Grande Southern Railroad in 1890. In that era, railroads commonly used free passes for passenger travel on trains, usually given to railroad employees, family, etc., and always printed on paper or cardstock. Otto Mears decided to do something different with his passes, first making them out of buckskin, then later stamped silver and silver filigree. A few were even made into silver or gold watch fobs. There are photos and illustrations of most of the passes, none of which have been published before. There is also a list of the known recipients of the passes. The accompanying text is very fascinating, putting much valuable information in one place. The book contains 36 5½"×8½" pages, and the printing and reproduction are good. It sells for $3.95 plus 75¢ shipping and handling from the San Juan Book Company, P.O. Box 1, Silverton, CO 81433 (Col. res. add sales tax).

1988 marks 20 years since the merger of the Chicago Great Western Railroad into the Chicago & North Western. In commemoration, the North Western Illinois Chapter NRHS has published a 20th Anniversary pictorial review of the CGW called *Granger Road*, by Randy Garnhart and Jerry Pyfer. This softcover book contains 20 8½"×11" pages with 30 black & white photos. There are also steam and diesel rosters, important dates in CGW history, departures, arrivals and train lengths of the last day of operation (Sunday June 30, 1968) and a system map. It is printed on heavy coated paper stock and is available at $4.95 plus $1.00 postage and handling from the North Western Illinois Chapter NRHS, P.O. Box 5632, Rockford, IL 61125.

Some new postcards are out this month from Audio-Visual Designs: standard 3½"×5½" postcards, jumbo 6"×9" cards and folding 4½"×6" Christmas cards. Popular railroad subjects like Nickel Plate Berk 765, Bangor & Aroostook GP38s in the snow, doubleheaded N&W 611 and 1218 and Oakway SD60s on Marias Pass adorn the cards in sharp, rich color. These and other cards are listed in Audio-Visual's new 1989 Catalog, which can be obtained by sending a large SSAE with 45¢ postage to Audio-Visual Designs, P.O. Box 24, Earlton, NY 12058-0024.

Caboose fans will want to watch for a new book by Adolf Hungry Wolf due out soon from William Morrow & Company, Inc. It's

It is a below zero, misty morning in 1954 at the 48-stall Shoreham roundhouse in Minneapolis. This Centennial limited edition print by illustrator Philip Sularz depicts an awakened Soo Line 0-6-0T X-90 as she prepares to do battle against the bitter Minnesota cold and groaning iron. The escaping exhaust and heavy flange squeal noisily demonstrate the X-90's active role in work service at Shoreham shops. But it is late and her future has few tomorrows. Limited edition prints are available in two sizes: 14"x17" - $15.00 ea. and 17"x20" - $25.00 ea. with a clear margin. Prints are signed, numbered, titled (Winter Goal) and printed on 65 lb. Navajo Cover. Prints are mailed in a sturdy tube with history sheet. Please include $2.00 for postage and handling. Make check or money order to:

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called *Off On a Wild Caboose Chase*, a compilation of "true adventures, folklore and a farewell tribute to the old train caboose by a writer who lives aboard one." Having worked on the railroad in his youth (though more as a locomotive fireman than a brakeman), Hungry Wolf provides the right mix of inside knowledge and lineside enthusiasm. He and his family live in a cluster of cabooses in Skookumchuck, British Columbia, where they manage Good Medicine Books, the well-known distributor of railway books, videos and photographic products.

Calendar Call

Beautiful black & white photography by Don Wood highlights the Audio-Visual Designs "1989 All Pennsy Calendar." The year begins, however, with an impressive color photo from the Carl Sturner collection showing GG1s in the Wilmington, Delaware, shops. What follows are pure Pennsy scenes primarily from Don Wood: doubleheaded K4s out of Matawan, 4-8-2 6987 blasting through Rockville in 1954, a Truc-Train behind F-units, E7 5880 leading a heavyweight passenger train, tripleheaded Decapods out of Northumberland with an ore drag, M1 6921 at Mifflin Tower, 2-8-0 7001 approaching the TP&W crossing at East Peoria in 1940, a pan shot of GG1 4854, J1a 6427 on the East Altoona turntable, de-streamlined K4 3678 at Union Interlocking and A-B-A Fs rolling a freight up the Juniata River valley. Each 11″×14″ photo is nicely reproduced on pebble-grain 16″×22″ pages which are bound at the top with a metal hanger. The "All Pennsy Calendar" sells for $6.25 postpaid (N.Y. res. add sales tax) from Audio-Visual Designs, P.O. Box 24, Earlton, NY 12058-0024.

From all-Pennsy we go to all-cabooses for the "American Railroad Photography 1989 Calendar," which contains 13 full-color photos of cabooses from a variety of roads. With End-Of-Train devices fast replacing the nation's cabooses, this sort of calendar will likely gain more and more popularity in coming years. It shows cupola cabooses of the streamlined, wide-vision and standard variety, plus several bay window models. Beside the traditional red hacks of Santa Fe, Ann Arbor, Delaware & Hudson, Western Maryland, Frisco and Missouri Pacific are green ones from Penn Central, Chicago & Illinois Midland, Pittsburgh & Lake Erie and MKT, as well as black Norfolk & Western and white-with-red-trim Soo Line. Printed on heavy, coated stock, the 11″×17″ foldout calendar sells for $9.95 postpaid (Canadian and

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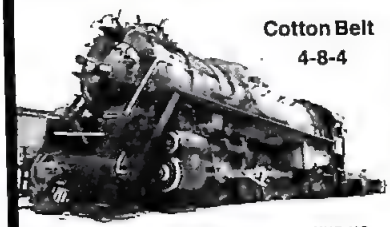

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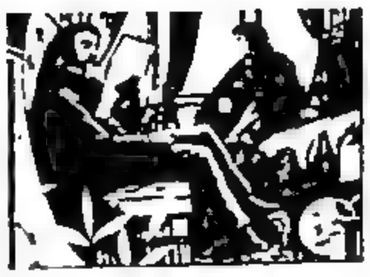

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Each year the Potomac Chapter NRHS produces one of the finer all-color railroad calendars available, and the "1989 Railroad Calendar" is no exception. This 11"×17" spiral-bound foldout format calendar contains 13 views from around North America including N&W's 2-6-6-4 1218 on the cover, a C&O E-unit with a streamlined passenger train, an N&W Z-Class 2-6-6-2 on the Norfolk turntable, back-to-back Georgia Road FP7s, a night shot of PRR Atlantic 7002, a CN SD40-2W on a merchandise train, D&RGW 2-8-0 346 at Golden, a Seaboard E7, an Ely Thomas three-truck Shay, a Virginian EL2B "streamliner" electric, restored K4s 1361, Philadelphia Suburban Transit Brill Master and a Santa Fe freight crossing the bridge at Larkspur, Colorado. As usual, the reproduction is excellent on heavy stock. The layout is attractive, and the date blocks are large enough for memos. The calendar is available for $6.95 postpaid from the Potomac Chapter NRHS, P.O. Box 235-C, Kensington, MD 20895 (Md. res. add 5% sales tax).

Eastern steam and diesel power in black & white and color are featured in the "Anthracite Railroads Historical Society 1989 Calendar." Shown in color are Lehigh & Hudson River C420s at Great Meadows, Lehigh & New England RS2s at Tadmore, Reading T-1 2128 at Renovo on lease to the PRR and three Lehigh Valley red C628s. The black & white photos include Lackawanna 4-6-4 1155, L&HR RS3s, Lehigh Valley K-3 Pacific 2030 with a milk train, CNJ Baby-Face Baldwin 74 handling a work train, an LV freight behind A-B-B-A Fs, L&HR Mikado 82 on a fantrip in June 1937, L&NE Consolidation 306 with the Blairstown Local, four Reading Fs, Jersey Central 4-6-2 831 hauling a joint CNJ/RDG special in winter 1947 and Lackawanna's *Phoebe Snow* detouring over LV in August 1955. The 11"×17" foldout calendar sells for $8.00 postpaid from the Anthracite Railroads Historical Society, Inc., c/o Bob Wise, 613 Caroline Drive, Norristown, PA 19401-3517.

The Michigan Railroad Club's *Michigan Rails '89* Calendar features nice photographic variety in an 11"×17" foldout format. Color views include a pair of New York Central E-units and a speeding Aerotrain in full sunlight. The monthly black & white views include a Duluth, South Shore & Atlantic 2-8-0 in the snow, an A-B set of B&O E6s, NYC Pacific 4638 on street trackage, the observation end of PRR's *Red Bird*, a Detroit City Railways supply car, NYC F3s on freight, a roundhouse line-up of DT&I steam power, Ann Arbor FAs on freight, a 4-6-2 on Michigan Central Train No.46, an N&W E8, GTW RS1 1951 at Battle Creek, a Conrail local and the carferry *Chief Wawatam*. The reproduction is very good, and the date blocks are large enough for memos. Major holidays and Michigan Railroad Club meetings are noted. The calendar is available for $5.25 postpaid from MRC Calendar, P.O. Box 586, Dearborn, MI 48121.

Product Reviews

Union Pacific's classic "Overland" paint scheme was a dazzler on steam locomotives, and the 1987 repainting of UP's 4-8-4 8444 is now living testimony. In honor of the 8444, Rail History Prints is offering a color lithograph of a painting called *Overland Limited*. This is the second painting by UP public relations executive John Bromley. The first painting, *North Platte Canteen*, was reviewed in the July 1988 R&R. The new scene depicts westbound Train 27 powered by doubleheaded UP grey/yellow "800s" stopped at Buford Curve on Sherman Hill in

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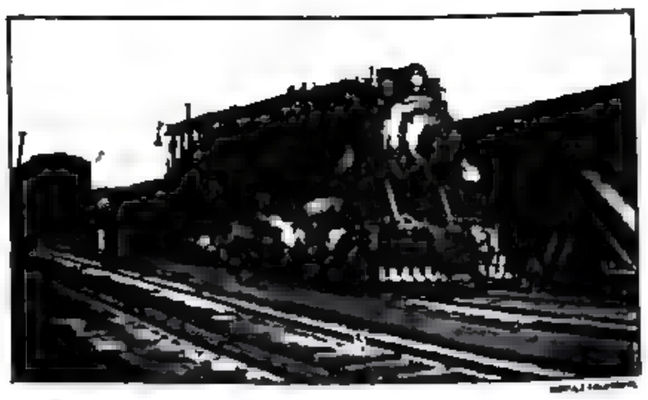

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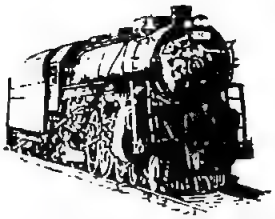

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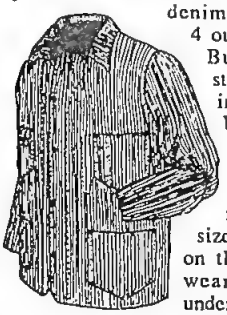

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but are contained on several continuous lines following the number series. This does make for a lack of continuity. This layout, combined with computer style type that is too small, tends to make reading difficult. There are several full page size route maps and numerous small track layouts throughout the book. The all-important trackage map, originally an ERA 1941 map, is excellent, but it is presented a bit too small on the book's rear endpapers.

The book's dust jacket contains a very beautiful street scene of two cars passing opposite Union Station circa 1931. The book sells for $39.95 plus $1.50 postage from Interurban Press, P.O. Box 6444, Glendale, California 91205.

THE NORTH SYDNEY LINES OF THE SYDNEY TRAMWAY SYSTEM, by David R. Keenan, MCIT, is a 120-page 8½"×11" horizontal format softcover describing in extensive detail the origins and operations of the tramway system on the north side of Sydney Harbor in Australia. Through the wide use of well-reproduced photographs, mainly good operational scenes, the reader is treated to a fascinating view of tramway history down under. There are over 175 photos, including numerous attractive color views.

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This is an outstanding book which will certainly be enjoyed by any serious street railway fan. It is available for $20.95 postpaid from the Map Factory, P.O. Box 12629, Seattle, WA 98111.

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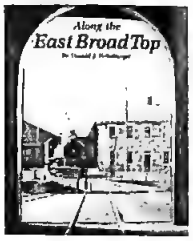

Along the East Broad Top, by Donald J. Heimburger, published by Heimburger House Publishing Co., 310 Lathrop Avenue, River Forest, IL 60305; 248 8½"×11" pages, hardcover, $39.95 plus $2.25 shipping; autographed copies $2.00 extra; Illinois res. add applicable sales tax.

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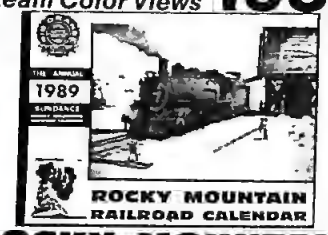

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restored for excursions during the bicentennial of the settlement of Orbisonia. Today's steam-powered excursions are limited to a ten-mile segment out of Orbisonia.

Along the East Broad Top isn't a straight history of the EBT; rather, it's like a family album of the railroad's motive power, trains and notable landmarks, showing how these elements have changed (and in some ways, remained the same) over roughly a century. This approach has made the book somewhat awkward to read in that its 19 chapters aren't arranged in chronological order. For example, the EBT's beginnings are discussed only briefly in the foreword and Chapter 1, while Chapter 6 covers them in great detail. But each chapter is broken into clearly marked subheadings, so it's easy to find specific topics. There are scale plans for the Shirleysburg, Orbisonia, Coles and Three Springs depots, the Orbisonia roundhouse, EBT passenger combine No.18 and coach No.6, caboose No.27, two-bay and three-bay hoppers, steel boxcars and wooden flatcars. Many of the 350 color and black & white pictures are powerful action scenes from the 1950s by noted steam photographer John Krause; others date as recent as 1984.

Chapter 13 covers "the four M's," four oddities on the East Broad Top's original roster: M-1, a railcar built at the EBT shops in 1927 using parts from both Westinghouse and Brill; M-2, a gas-mechanical railcar acquired from the ET&WNC railroad; M-3, a portly little railbus built around a 1928 Nash automobile; and M-4, a four-wheel Plymouth switcher with a Caterpillar diesel engine. In April 1986, the tourist railroad received a cow/calf set of ex-Bethlehem Steel Plymouth switchers and designated them the "M-5s."

But it's still those five Baldwin 2-8-2s that draw the tourists and railfans to the East Broad Top Railroad. Heimburger's book brings the locomotives and their three-foot gauge railroad into perspective by showing how they looked and functioned with real live coal trains and mixed freights in decades long since gone. Although there have been a number of excellent EBT books published in recent years, many of which have presented similar material, this one has enough fresh information and presentation to be a worthwhile addition—B.K.

We'd like you to meet...

Steve Barry

The author of this month's story on the Rocky Mountain Railroad Club's 50th Anniversary was born in 1957 in southern New Jersey and has lived there ever since. Steve Barry says his father has always been a railfan of sorts and that his train-watching ways rubbed off on Steve and his brother, Bruce. In fact, all three of the Barry Boys made the trip to Colorado for the Rocky Club bash. Steve describes his railfanning as follows:

"My earliest railfanning memories are of riding the Reading's Iron Horse Rambles to places with funny names like Tamaqua and Shamokin and Macungie. A favorite childhood activity was going down to the Millville, New Jersey, station in the evening and watching the rush hour of PRSL commuter trains (all three of 'em). Baldwins and RDCs powered these runs, and later, an E8 from the Pennsy was used.

"My interest in railfanning slackened off slightly during high school, but three things happened during college which rekindled the desire to get trackside more than ever. First, I went to Rutgers University (Class of '79) in New Brunswick, N.J., and had a dorm room overlooking the Northeast Corridor viaduct across the Raritan River. Many hours were spent with one eye in the books and one eye watching GG1s, E44s, MP54s and all kinds of diesels crossing the river. The first E60s appeared during my freshman year. The second thing which got me back into trains was my discovery of the NRHS Tri-State Chapter's magazine *The Block Line* at a local hobby shop. It introduced me to a railroad world I hadn't known even existed, and most

Continuing our series of **accurate, carefully researched** and **detailed** pictorial reviews of Canada's railways, we are pleased to announce that **CANADIAN PACIFIC from CALGARY to EDMONTON (Volume One)** by Brian F. McLoughlin and **CANADIAN NATIONAL in the WEST (Volume Four)** by J.A. Love and R.A. Matthews have now been published and can be obtained for $7.00 each (including postage) from the

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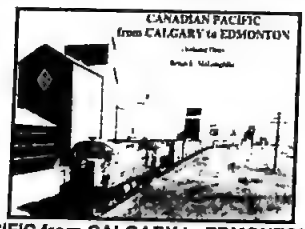

CANADIAN PACIFIC from CALGARY to EDMONTON (Volume One)
This is a history of Canadian Pacific's line along its only corridor route west of Ontario, from its opening in 1890 until the present. Locomotive types illustrated include 4-4-0s, 4-4-4s, 4-6-0s, 2-8-2s, 2-10-4s and even an 0-4-0. Diesel shots include an FPA-2 on a two coach train, the C424 seen above and two of CP Rail's rebuilt GP9s on the ground.

CANADIAN NATIONAL in the WEST (Volume Four)
Al Love is joined by Ray Matthews in this excellent work on CN's operations west of Ontario. Illustrations include the railway's home grown motor car of 1919, its only Trainmaster, a completely knocked down kit of a 4-6-0 being shipped to Australia, two overviews of Winnipeg Station and a 4-8-4 mirrored in the Little Saskatchewan River.

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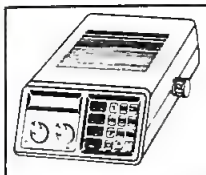

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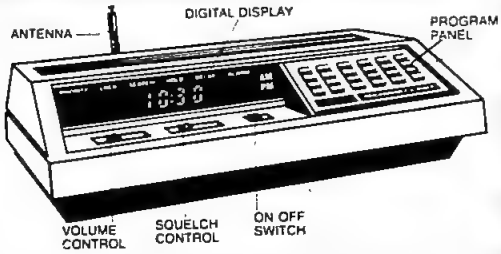

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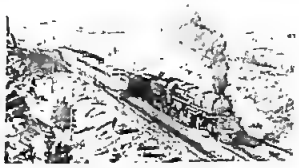

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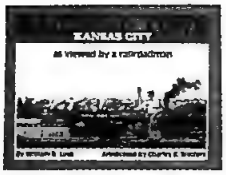

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of it was within just a few miles of school. Then I learned of the Raritan River Railroad, Lackawanna m.u.s, passenger trains on the Jersey Central and engine changes at South Amboy. Finally, for a graduation gift I bought myself tickets to the 1979 NRHS convention in Washington, D.C., getting a chance to ride behind Royal Hudson 2839, Southern 2-8-0 722, Western Maryland's Fs and Pennsylvania GG1 4935. This convention hooked me permanently into railfanning, and I've been to every NRHS convention since.

"As time went on, I started submitting photographs to magazines, which led eventually to articles. My first article was published in 1984 in *Rail Classics*, and since then I have had an article in *Passenger Train Journal* and several in *Railpace*. My photos have also appeared in *Trains*.

"I keep myself busy these days with railroad-related activities. I'm national director for the Wilmington Chapter NRHS, as well as editor of their newsletter, *The Transfer Table*, and I'm also active in the Philadelphia Chapter NRHS, the United Railroad Historical Society of New Jersey, the *National Railway Bulletin* (for which I'm a regional photographer) and other organizations.

"Weekends I usually spend near some sort of railroad, and I enjoy photographing everything from main line steam to streetcars. I use zoom lenses on a Nikon FM loaded with Kodachrome 64 for color, although I don't hesitate to use Kodachrome 200 when the clouds roll in. If I can't get my hands on another of the several Nikons in the family, I break out my trusty Miranda Auto-Sensorex for black & white shooting with one of Kodak's T-MAX films.

"My other major hobby is country music, which is handy for the early morning and late night drives I seem to be always doing when traveling to faraway train places. I'm also interested in *Star Trek* and pro football. When I'm not engaged in one of these pursuits I can be found working for a CPA firm in Wilmington, Delaware.

"I've always enjoyed books that describe and show railroads in their environment, not just as subjects by themselves. Two of my favorite photographers who have covered trains in this same fashion are Ted Benson and the late Don Ball. My future ambition is to do a book of my own photographs and writing, but until then, I suppose I'll keep myself busy submitting more material to the rail magazines." ∞

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BY MIKE DEL VECCHIO

New Arrivals

What will probably be remembered as one of the most incredible photo opportunities of 1988 is Greg Scholl Video's ex-L&N 4-6-2 152 "Paris Local" fantrip on the TTI Railroad, covered in our September 1988 issue. The video from that trip is now available. "**152 Suspended in Time**" is a complete documentary of that trip plus footage of a VIP special over the same line during the previous week, all without the usual diesel helper. The locomotive and cars were touched up to more replicate period equipment, and the scenes from that trip are almost timeless. The tape is available from Greg Scholl Video, P.O. Box 123-R9, Batavia, OH 45103; 513/732-0660. 60 minutes, $39.95.

A second release from Greg Scholl is a preview tape that features excerpts from many of his most popular videos including N&W's 4-8-4 611 and 2-6-6-4 1218, C&O 4-8-4 614T, NKP 2-6-4 765, Cotton Belt 4-8-4 819, L&N 4-6-2 152, CNR 4-8-2 6060 on freight to Vancouver, Royal Hudson 2860, CPR 2-8-0 3716, CPR plow extras, C420s on the Arkansas & Missouri and more. The preview tape runs 20 minutes and sells for $10.00 plus $3.00 shipping per order from the above address.

The folks at Hopewell Productions, 1714 Boardman-Poland Road, #15, Poland, OH 44514; 800/722-0765 or 216/757-0765, have two new video tape releases this month. First is "**Tehachapi, Tonnage and TOFC**," a documentary on this famous region in southern California where SP and Santa Fe trains assault the Tehachapi Mountains. This is one of the most popular areas in the country for railfans, and for good reason. The traffic is heavy, and the grades reach 2.2%. This program looks at modern operations with SD40-2s, Tunnel Motors, U36Cs, SD45s and F45s—as well as vintage 1960s diesel ruckus with AT&SF Alco "Alligators" and the early U-Boats. Plenty of action for diesel fans. 60 minutes, $36.95.

The second Hopewell release is "**Collectors Series Volume 3**" featuring two vintage promotional films produced during the 1950s. *The Nickel Plate Story* looks at Nickel Plate Road operations with fine footage of the famous 2-8-4s in hotshot service gathering freight at the western ends of the line, consol-

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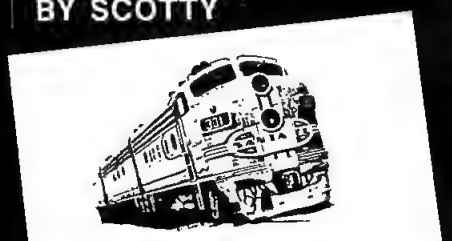

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idating the trains at Bellevue and then speeding on to Buffalo and eastern connections. The Alco PAs in passenger service also get plenty of attention.

Once Upon the Wabash was produced around the same time and highlights the road's handsome E-units in passenger service, complete with a tour of the new streamlined passenger equipment. Most of the freights are handled by F-units, and the film promotes the efficiency of the diesels. Both films are in color, and the transfer is state-of-the-art using a Flying Spot Scanner. "Volume 3" runs 46 minutes total and sells for $39.95.

Trackside Video, P.O. Box 234, Forest Park, GA 30051-0234; 800/628-2828, ext. 904, has two new releases. **"1218: The Second Season"** looks at some of the 1988 activity of N&W 2-6-6-4 1218 including this year's first trip, Birmingham to Chattanooga. It then covers the Atlanta to Toccoa outing. This program is a sequel to 1987's "1218: A New Beginning" from Trackside. The video is broadcast quality with live sound and narration. 45 minutes, $34.95.

"The Cotton Belt 819" is the second new release from Trackside Video, covering the 1988 trip from Pine Bluff to Fordyce, Ark., with Cotton Belt 4-8-4 819. The program also includes shop footage, interviews and explanations from crew members. The excursion is covered with runby, pacing and Trackside's "suicide shot." The video is broadcast quality, though this program does contain some hand-held footage. 45 minutes, $39.95.

"Three In Steam" produced by Commonwealth Films, Inc., Dept. D, P.O. Box 26383, Richmond, VA 23260, is a collection of three enjoyable public relations movies originally produced by the Norfolk & Western/Norfolk Southern. "Steam People" (20 minutes) was filmed in 1987 and 1988 covering the restoration, champagne-on-the-coupler christening and initial excursions of N&W's 2-6-6-4 1218. As well as the engine, the program looks at the people who restored it, the people who ride behind it and the people like to chase and photograph it. "Going Home" (21 minutes), filmed in 1983, looks at the restoration and homecoming of N&W's Class J 4-8-4 611 including its initial excursions. "Modern Coal-Burning Steam Locomotive" (25 minutes) was produced in 1945 during N&W's steam heyday and looks at the construction and operation of N&W steam locomotives. These are all slick, professionally-produced films of unusual quality, and they make a fine package. 65 minutes, $39.95 plus $2.50 shipping & handling.

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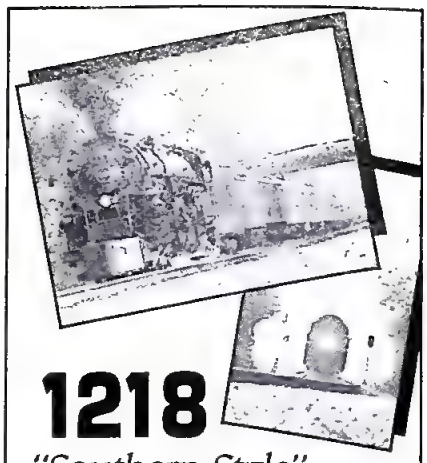

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Feature Reviews

"Silver Rails and Golden Memories," produced by WB Video, 6447 South Heritage Place West, Englewood, CO 80111. VHS or Beta, VISA and MasterCard accepted. 72 minutes, $54.95 plus $2.50.

This year marks the 50th Anniversary of Colorado's Rocky Mountain Railroad Club. What's even more remarkable is that they have been running chartered excursions for 49 years. The Club celebrated its anniversary this year with a series of excursions detailed in Steve Barry's story in this issue. WB Video has commemorated the event with a videotape of the more memorable fantrips sponsored by the Rocky Club between 1952 and 1962 featuring the 16mm color film collection of cinematographer Irv August.

The program leads off with an introduction by Irv August himself. The first excursion shown was a two-day D&RGW narrow gauge affair from Alamosa to Durango which began on May 31, 1952, featuring scenes of K36 488, "Mudhen" 453 and Otto Perry's 1935 Ford. Other narrow gauge trips on this tape include a June 1956 trip from Durango to Alamosa, a June 1957 run to Farmington and a Memorial Day 1961 outing from Alamosa to Silverton and return. Some remarkable scenes of the narrow gauge were recorded on these trips including the various photo runbys, meets with freight trains, helpers and switching operations.

The Colorado & Southern was friendly toward railfans, and many trips were run over its lines. In July of 1958 C&S 2-10-2 900 and Great Western 2-10-0 90 (now active at Strasburg) alternated duty on a trip through Loveland, Colorado. In October 1960 C&S 2-8-0 638 did the honors, again alternating with the 90 on a similar routing. An August 24, 1958, trip with C&S 2-8-0 646 was remembered as one of the first times a local fire department was used to water a steam locomotive. Quite a shock in those days, but commonplace today. A December 16, 1962, excursion was the last run of 2-8-0 638, now on display at Trinidad, Colorado.

Irv August braved the deep snow in April of 1957 to record the Manitou & Pike's Peak cog railroad's rotary snow plow clearing the its main line to Pike's Peak—very impressive. The M&PP also made their last run with a steam locomotive for the Rocky Club on September 7, 1958. No.4 was used with a vintage 1890s coach. November 20, 1960, was remembered as one of the first uses of UP 4-8-4 844 on a public excursion, running from Cheyenne to Laramie and return, pioneering a route that is still run today.

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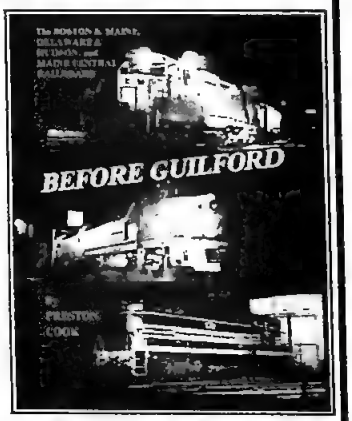

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We are indeed fortunate to have this record of the Rocky Club's early fantrips. They reflect a different atmosphere between railroad and railfan, and they did record activity on now abandoned trackage, much of which was an elusive target for regular operation during that era. Also, the good will developed then probably contributed to the successful relationships with the Denver area railroads today. I was amazed to see how little the scenery in this part of the country has changed, and happily, how much the roads have improved.

The transfer of these films to video is flawless, and the entire production is very nicely done. The narration is easy to follow, and while it doesn't describe the complete itinerary of every trip, it does follow what is happening. Also, after this program ends there is a preview of WB Video's "50s Express" showing some pretty impressive footage from Irv August looking at the best of steam from around the country. "Silver Rails . . ." is one of the most enjoyable programs I've seen this year—M.D..

"Susquehanna Spectacular," produced by Mark 1 Video, P.O. Box 404, New Milford, NJ 07646, VHS or Beta, VISA or MasterCard accepted, 1 hour 47 minutes, $69.95.

By now, pretty much everyone is aware of the successes of Delaware Otsego Corporation's New York, Susquehanna & Western Railroad—or at least everyone should be. The story was first told nationally in the May and July 1987 issues of R&R, soon followed by an excellent softcover book, *Susquehanna, From Shortlines to Stackpacks*, by Ken Karlewicz and Scott Hartley. Then came Scott Hartley's feature article in *Trains*. Meanwhile, countless regional magazines and newsletters were keeping up with the

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blow-by-blow developments of the weed-grown and semi-abandoned short line that turned into an international container stack train route. Of all the NYS&W documentaries thus far, Mark 1 Video's "Susquehanna Spectacular" has absolutely the most impact. It's a little unfair comparing video to printed matter, but in this case, the visuals are that powerful.

The program begins with a rather impressive video night shot as stack train SLN-9 thunders past the restored depot at Newfoundland, New Jersey—two freshly painted NYS&W SD45s in the lead. The well-spoken narrator then discusses the history of the NYS&W from its late-1800s beginning as a coal hauler in eastern Pennsylvania and New Jersey. Meanwhile, images of steam locomotives hauling coal and ore cars in the 1930s roll by on the screen and follow through with Russian Decapods, Erie Ten-Wheelers, Alco diesels and ACF "streamliner" motor cars. Views of RS1s hauling freight and passenger trains lead into the 1962 arrival of the GP18s. Some 1970s film does not let us forget the abandonment of the west end and the subsequent Morris County Central steam tourist operations, while the rest of the NYS&W was a "10 m.p.h., rusted shell of its former self."

Delaware Otsego then enters the picture, and the amazing tale of how an empire was built is told with movies and still photos, including modern day footage of the Staten Island, Rahway Valley and "Northern Division" development. From here on it's contemporary video coverage of the Alco C420s, C430s and GP18s on haulage trains followed by well-orchestrated footage of the rehabilitation of the original NYS&W route over Sparta Mountain.

Action abounds following locals and "specials" on the Northern Division lines to Utica and Syracuse and the herds of howling SD45s and F45s on stack trains conquering Gulf Summit on the former Erie, traversing the old L&HR and encountering Sparta Mountain on the original NYS&W. Presented at key spots are vintage Erie and Erie Lackawanna views intermixed with the present day video, bringing vivid testimony to the changes that have taken place in the last 20 years. As this documentary gets about as current as possible, we are suddenly spending a sunny June day chasing all four brand new NYS&W Dash 8-40Bs as they lead an eastbound Albany-Binghamton MXEB during the period of directed service on Guilford's Delaware & Hudson Railway. That's as complete as this story can get.

That last sentence sums up this program as a whole; it tells the story as completely as possible. There is very little left to the visual imagination. Mark Balkin of Mark 1 Video deserves a lot of credit for bringing together vintage film and earlier videos of the NYS&W expansion and reconstruction. Telling a story this completely took the efforts of several cinematographers from each era. He also enlisted the services of noted still photographer Ken Karlewicz to make the present-day video coverage complete. The narration is smooth and very informative, and the video quality is first rate. The editing is tight, and viewer interest is held throughout. That's quite an accomplishment for a program this long. In my opinion, this is Mark 1's finest production to date—M.D.

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Transit Currents

New Orleans opens new

Louis Saillard sent us the following report on some very good news from New Orleans:

"On Sunday, August 14, 1988, the New Orleans Regional Transit Authority dedicated the new 1.5-mile, $5.6-million 'Riverfront' streetcar line along the Mississippi River. In a city whose streetcar mileage once totaled over 220 miles, this was the first new streetcar line since the St. Claude line was opened on February 21, 1926.

"The new Riverfront line does not connect with the city's other streetcar operation, the 13-mile St. Charles line (see page 42, November 1981 R&R), and there are several differences between the systems. The major difference is gauge. The St. Charles line is 5'-2½" gauge while the Riverfront line uses standard gauge tracks originally belonging to the Louisville & Nashville and purchased from CSX. The cars do not wear the traditional green paint of the St. Charles line, but rather the red and cream colors of the old French Market line which roughly followed the route of the new system until abandonment on March 27, 1925. During construction, the colorful Riverfront cars were dubbed 'The Ladies in Red,' a name which later received official sanction by RTA, and opening day newspaper advertising advised natives and visitors to 'Welcome the Ladies in Red.'

"Equipment for the new line consists of four cars, all rebuilt at the St. Charles line's Willow Street carbarn. Two of the cars are original New Orleans wide gauge cars (built by Perley A. Thomas of High Point, North Carolina) which were disposed of after the abandonment of the Canal line in 1964. They were recently reaquired (one from Dallas, the other from Atlanta) by the local "Bring Our Streetcars Home" committee. The other two cars are Australian-built W-2 cars from Melbourne purchased by RTA for a reported $245,000.

"The inaugural runs were made for local dignitaries beginning at 11:00 a.m. on August 14th (the day before the opening of the Republican National Convention in New Orleans), and the cars went into regular service at 3:00 p.m. the same day. The line connects a rich historical district now growing with luxury hotels and shopping areas. The Riverfront line is expected to haul approximately 2000 passengers a day.

"As the vintage Perley Thomas car No. 451 made her first run with a load of invited guests on August 14th, she was saluted by the calliope of the passing steamboat *Natchez* on the nearby Mississippi River. The calliope of the *Natchez* played 'The Trolley Song,' of course."

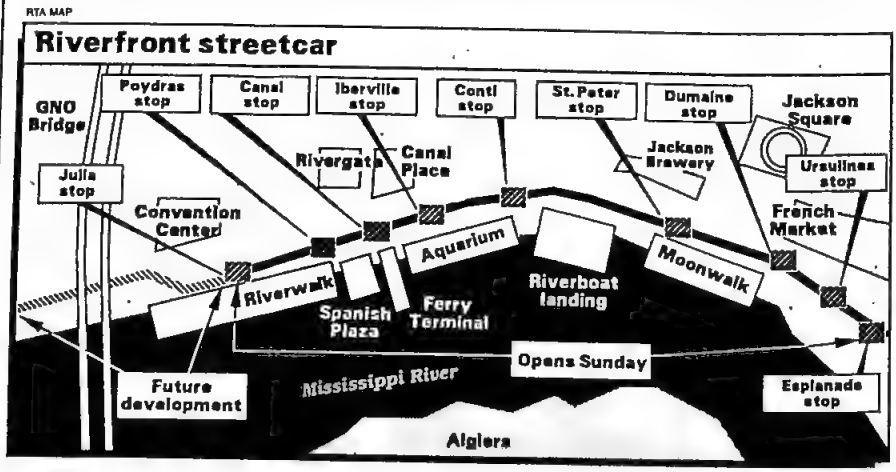
MARTA to the airport

Metropolitan Atlanta Rapid Transit Authority Chairman David Chesnut stepped off the rapid transit train at the MARTA airport station at 10:45 a.m. on Saturday, June 18, 1988. "We're here," said Chesnut. "We're here, and we're fulfilling the dream." That summed it up about as well as the talks, long and short, that were involved in the opening of the new extension of the MARTA rapid transit system in Atlanta.

In addition to being open all the way to the airport, there's other good news involving the South Line, as it is called. It was completed at the airport six months early and millions of dollars under budget. The shell of the airport station was constructed back in 1979 and 1980 when the new airline terminal at Atlanta Hartsfield was constructed. The new station and the rapid transit service shall get plenty of use. For people using the rapid transit line, the airport is only a 15-minute ride from the major Atlanta downtown transfer station at Five Points. A cab ride between the same places would cost $13, and the time involved would be considerably more than a quarter of an hour.

As of now the MARTA rapid transit system has 32 miles of track and 29 stations. Construction activity was concentrated on the line to the airport when Atlanta won the Democratic National Convention for July 1988. Now the construction attention will be turned to completing the North Line to Doraville; when finished in 1992, this will

RTA MAP



BY GEORGE M. SMERK

Riverfront line

complete the first phase of MARTA's construction. There are several branches under consideration for possible expansion of the service. As one who rode the Atlanta system several years ago, I was very enthusiastic about the high quality of the equipment and the superb stations. The delegates to the Democratic National Convention should have been pleased at the high quality service between the airport and the great downtown convention hotels, where trains were operating every twelve minutes.

If you fly into Atlanta you will have to lug your bags from the baggage claim area to the MARTA airport terminal station. Some other means will be developed shortly, but as of this writing there is no baggage handling connection. The trains that run on the airport line have had a double seat removed from the lead cars, and a hang-up bar and space for luggage have been installed.

Atlanta now belongs to an exclusive club of American cities that have a rail link between downtown and their airport: Cleveland, Chicago and Philadelphia have rail lines right into their airport terminals. In Boston, the Blue Line airport station is joined by shuttle bus to all the terminals. Washington Metrorail is immediately adjacent to the airport. Chicago will eventually have rapid transit service to both of its major airports, and with some luck, BART will serve San Francisco International by the mid-1990s. At about the same time there will be an airport-downtown link via light rail in Baltimore.

Thanks to Conrad Cheatham, Sidney W. Earle, Jr., and my former student, Scott Schreiber, for the news. For copies of timetables and a brochure entitled *MARTA Has Landed*, contact Robert M. Brennan, Assistant to the General Manager for Public Information, Metropolitan Atlanta Rapid Transit Authority, 2424 Piedmont Road NE, Atlanta, GA 30324.

Defeat in Dallas

Five years ago the citizens of Dallas voted to tax themselves to fund a light rapid transit system. At the time the vote was a surprise because some thought that there would be substantial opposition to any spending for rail transit in Big D. It was a time of prosperity, however, and the original plan called for a rail transit system that would eventually be second in size only to New York City's. Since the original "yes" vote, Dallas has seen lots of plans, lots of bureaucratic shuffling, lots of squabbling between DART board members, lots of money for staff and lots of junkets—but no rail lines have been built. Progress has been made in expanding the bus service, but DART planners and DART management were upset and discouraged by the fact that the rail project would cost more than they had expected. The DART board decided to go back to the voters, as they must under Texas law, to issue bonds so that they could move faster on the rail construction. The an-

LOUIS SAILLARD

THE INAUGURAL RUN of the New Orleans "Riverfront" streetcar line took place on August 14, 1988. The 1920s vintage Perley Thomas car is shown here at the St. Peter Street stop with a load of RTA guests. This 1.5-mile standard-gauge line does not physically connect with the St. Charles line, and the cars are painted red and cream rather than the traditional green.

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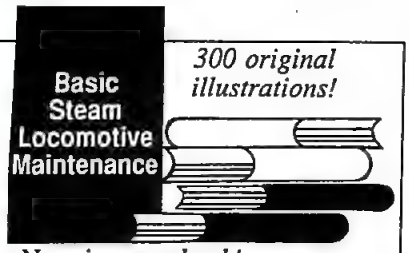

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Transit Currents

nual income from the tax is substantial, but on a pay-as-you-go basis it would take much longer to build the rail system. The idea was to get ahead of inflation by borrowing the money and building as quickly as possible.

The key vote on the bonds was taken on Friday, June 25, 1988. DART lost badly. The vote was 76,417 against the bond proposal and 54,127 in favor. This resounding defeat is expected to diminish the chances for rail service in the Dallas area despite the fact that the sales tax still remains. The fear is that some of the outlying communities which joined with Dallas to form DART may grow discouraged and drop out.

According to voluminous coverage in the press, there was both very strong support for and very strong opposition to the rail proposal. It's difficult to find somebody in particular to rebuke; apparently there's plenty of blame to go around, not the least of which is a constantly-squabbling DART governing board. For those who are strong supporters of rail transit, the best advice is to pick themselves up, dust themselves off, come up with a rational, salable plan and start all over again. The voters really seem to be turned off by the DART bureaucracy and what they see as constant fiddling around rather than real action. One suspects that had some rail construction been underway the results might have been considerably different. Thanks to Tom Ruffin for sending the news.

L.A. opts for automation

In a controversial decision, the Los Angeles County Transportation Commission chose to use an automated light rail system in the Century Freeway corridor. The cars will be driverless and draw their power from a third rail. The Los Angeles to Long Beach light rail line which is now well under construction will draw its power from overhead and will be operated by motormen. All of this means that the three lines now building—the Metro Subway, Long Beach and the Century Freeway—will have incompatible equipment sharing only a common track gauge. Adding to the concern is news that the conventional light rail equipment for the Century line has already been ordered to the tune of $20 million. Being unsuitable for an automated system, the cars will have to be mothballed or sold off to other cities.

The commission decided that automating the Century line will be a prudent investment because smaller trains will be run more frequently on the $344 million Norwalk-to-El Segundo Century line. It's expected that operating costs, by eliminating well-paid motormen, will be lower, and some proponents felt that it would be aesthetically more pleasing. A major negative is that the thought of running some Century line cars into downtown or to Long Beach will be made impossible by this move.

The proliferation of different rail systems will also make long distance travel on the rail system more difficult. It was pointed out by the Los Angeles *Times* that, on the rail lines that have now been approved, a person going from the west San Fernando Valley to the Los Angeles International Airport would have to ride on four different lines and transfer three times. Officials of the Southern California Rapid Transit District, which will operate the rail service, are not thrilled by the varied technologies. They've already had less than happy results from operating many different types of buses in the enormous fleet of SCRTD motorcoaches. The Los Angeles *Times* reported that there was extensive lobbying for the automated system, and there's a hint that the decision was far more political then it was a sensible, economic or technological one. Thanks to Martin Gombert.

Pittsburgh PCC rebuilding halts

Port Authority Transit of Pittsburgh has decided to abandon its in-house program of rebuilding its fleet of 40-year-old PCC cars. The decision was made in late May of 1988. After investing $9 million in the program, only ten of the cars had been finished and returned to operation. When the program was announced in 1979 PAT said that the fleet of 45 cars would be rehabilitated at a cost of about $300,000 each, with a target date for completing the project by 1984. Up to now the costs have been about $600,000 per car. The rebuild was an extensive one. Cars were stripped bare and then rebuilt from the wheels up with new front and rear body sections recast in a fiberglass-like plastic. PAT Operations Director Michael J. Scanlon made the announcement on May 26; he stated that he had quietly brought the program to a halt in the summer of 1987 while various options were investigated.

The alternatives available include resuming the rebuilding program as it was originally intended (this is rather unlikely). Contracting the work out is another possibility, but PAT tried that with two cars as an experiment and was not pleased with the results. PAT might purchase some new cars of about the same dimensions as the old ones, but they're not sure where the money is going to come from.

Another possibility is to buy some PCCs from the Massachusetts Bay Transportation Authority in Boston. PAT representatives inspected the cars but were not convinced they would be much of a bargain. Still another possibility is to replace only the most critical electrical and mechanical components of the remaining PCCs and do necessary body work. Exactly what will happen is unknown. The PCCs provide service along the old Valley Line along routes 51 and 88 through Overbrook and Castle Shannon running as far south as Library and the Drake Loop. Thanks to Jim Cerny and Brent Samay for the news.

Flashes

The NORTHEASTERN ILLINOIS Regional Transportation Authority has a new

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

quarterly information publication. Entitled *TranspoRTAtion*, it is published by the Regional Transportation Authority, Public Affairs Department, 1 North Dearborn Street, Suite 1100, Chicago, IL 60602. The first issue contains feature coverage of the RTA Strategic Plan that will take public transportation in the Chicago area into the 21st Century. The second article is related to the stategic plan and it discusses the RTA's increasing awareness of the emerging suburban transit markets. Lastly is a feature on the new, expanded and vastly improved travel information center which is expected to be the world's premier transit information facility. This will give some idea to those not familiar with Chicagoland of the sheer size of RTA. The RTA and its service boards (PACE, Suburban Bus Operation, Metra, the Commuter Rail Operation and the Chicago Transit Authority) serves six counties covering 3700 square miles; that is an area about the size of Connecticut, containing 7.3 million residents and 2.6 million jobs. RTA has control over more than 5000 transit vehicles and operates 375 passenger stations which are connected by over 1500 miles of trackage. The assets are worth $14.5 billion, and a little over $6 billion is needed to bring this plant into good shape. As the great architect Daniel H. Burnham wrote: "Make no small plans . . ."

In **PITTSBURGH**, federal and county monies to the tune of $2 million have been committed to the Port Authority Transit to study (1) the development of a light rapid transit line connecting the north side with downtown Pittsburgh, Oakland and Squirrel Hill; (2) extension of the Martin Luther King, Jr., East Busway to Swissvale; and (3) the second stage of the South Hills light rail modernization program.

In New Jersey, the plans for the **HUDSON RIVER WATERFRONT** are moving along. The waterfront transportation system will include a light rail using the Conrail right-of-way for about 13 miles. Discussions are going forward concerning the purchase of this line. According to the plans, there will also be a joint light rail and bus transitway and a four-lane arterial roadway along the waterfront.

Douglas Eldridge provides information that the **NEWARK SUBWAY**—one of the best-kept transit secrets in America—has increased ridership since its refurbishment several years ago. There's been a steady increase in ridership from about 10,000 daily passengers in 1985 to 13,000 in mid-1988. The subway is 4.3 miles long and uses 24 PCC cars. There are eleven stations, and the trip takes anywhere from seven to eleven minutes depending on the time of day.

Riders on the **STATEN ISLAND RAPID TRANSIT** service are going to have to wait a while to be able to use the line's overhauled rapid transit cars. The firm in Virginia that has been refurbishing the cars has brought suit against the transit authority, and the transit authority has filed a counter suit, all in a dispute over just exactly what the transit authority in New York wanted done with the cars in the way of refurbishment. Thanks to Al Agovino, Jr.

Susquehanna SPECTACULAR

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Here's a detailed video portrait of the New York, Susquehanna, and Western Railway, one of America's fastest growing regional rail systems. Once perilously close to abandonment, this New Jersey shortline was purchased by the Delaware Otsego System and extenisvely rehabilitated to permit operation of the Sea-Land double stack trains between Binghamton, N.Y. and Little Ferry, N.J. Susquehanna trains have trackage rights over Conrail's highly scenic ex-Erie-Lackawanna mainline between Binghamton and Warwick, N.Y. We'll take you on a tour of the DO lines in New York and New Jersey, including Staten Island Rapid Transit, Rahway Valley, Lackawaxen and Stourbridge, and the Northern Division lines from Binghamton to Utica and Jamesville. You'll follow a local freight - with caboose - from Little Ferry to Sparta jct., and then chase stack trains from Binghamton to Little Ferry, with many scenes featuring full snow cover and brilliant blue skies. As a special bonus, *extremely rare vintage film footage* of Susquehanna steam, the ACF streamlined railcar; early Alco diesels, RDCs, and the stainless steel commuter coaches is presented, along with several 'then and now' vignettes showing Erie and L&HR trains at the same locations as modern NYS&W trains.

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Railnews

A LIVE K4 On the weekend of August 26-28, 1988, the York County Chamber of Commerce sponsored a "York Riverwalk Art Festival." The highlights of the weekend were seven scheduled trips with restored PRR K4 1361 to celebrate the 150th anniversary of rail transportation into York. The first rail connection into York from Baltimore, Md., was built by the Pennsylvania Railroad in 1838. The weekend was also significant as these were the first "off-line" trips for the 1361 since her restoration in 1987. The first three excursions ran from York nine miles south to Hanover Junction and return over the former PRR Northern Central. This line once extended to Baltimore but was flooded by Hurricane Agnes in 1972 and rebuilt by the State of Pennsylvania in the mid 1980s. It is also the Stewartstown Railroad's only connection to the outside world. The last four trips were run from York twelve miles west to Menges Mills over the former-PRR line to Hanover, Pa., now operated by the Maryland & Pennsylvania Railroad. The train was nearly pure Pennsy, consisting of the K4, the tuscan red RPO/tool car, six red coaches and two green ones. On the rear was PRR NW2 9251, adorned in PRR black and gold and owned by Eric Levin's Juniata Terminal Company of Philadelphia (horror of horrors, the unit was built for *New York Central's* Detroit Terminal Railroad).

Because there were no track facilities to permit the K4 to be turned or run around its train, the excursion ran with the K4 facing south/west and the NW2 facing opposite. Hence, the train looked nice both coming and going.

On Wednesday, August 24, 1988, the live 1361 and tool car departed Altoona at noon behind GP38-2 8123. The train arrived at Conrail's former-PRR Enola Yard around midnight and departed roughly 90 minutes later, arriving in York at 4:00 a.m on Thursday morning. The 1361 performed wonderfully throughout the weekend, albeit at 10 m.p.h. speeds.

There was one mechanical problem, though, that was resolved by the local model railroad club. En route behind the diesel from Altoona, the K4's turbogenerator failed, leaving the K4 with no electricity for the headlight, cab lights, radio and such. The gasoline-driven power unit in the tool car generates 110 volts a.c., but the locomotive uses a 24-volt system. The Miniature Railroad Club of York came to the rescue by stripping their HO model railroad of its big 24-volt power supply, which was then put on-line between the crew car and the K4.

Overall, the Riverwalk Weekend was a great success, and it gave the 1361 some well deserved road time. The organizers at the York Chamber of Commerce, led by York County's Rails to Trails Director Eric Bugaile, did a magnificent job in pulling off the events of the weekend and coordinating the three railroads involved: Conrail, Maryland & Pennsylvania and Stewartstown.

Presently, the only planned outings for the K4 for the remainder of 1988 are short trips between Altoona and Duncansville tentatively scheduled for September and October. Contact the Railroaders Memorial Museum in Altoona at 814/946-0834 for details.

GECX 8001 AND 8000 There has been quite a bit of speculation over two B39-8s that recently showed up on Burlington Northern in the LMX colors but lettered GECX 8000 and 8001 (see page 4). These units were rebuilt by GE at Erie from LMX 8503 and 8540, which were wrecked on Montana's Bozeman Pass in the early morning hours of November 1, 1987, the first day of Montana RailLink operations. These units were "rebuilt in kind" and are indeed B39-8s still retaining the LMX builders numbers (8503/8000 is b/n 45654, 8540/8001 is 45655). The 8000 and 8001 were rebuilt for test purposes only and in early September were not on lease to anyone, although the situation could change.

Even though the 8503 and 8540 are now carrying General Electric Company markings and new numbers, LMX is still fulfilling its BN contract for 100 units. GE has built two new LMX B39-8s with the numbers 8503 and 8540, identical to their numerical predecessors.

THE WESTERN ALLEGHENY F-UNITS Good news: The Bessemer & Lake Erie's Western Allegheny branch has altered its operating schedule so train crews begin their day at 8:00 a.m. The railroad is presently running at least three days a week (in mid-August it was running five days a week). Power is still the reliable orange A-B-A F7s. This operation has been elusive to photographers as it used to go to work at 3:00 p.m., making for very little daylight action.

The reason for the change is that the Blue Row tipple and a new loader located between Blacksburg Tunnel and the West Freedom loader have begun shipping unit coal trains. Since these loaders can only load 17 and ten cars at a time respectively, they often require a "switch" many times each day.

The Western Allegheny branch of the B&LE is a 19.7-mile coal line extending from Queen Junction (roughly 50 miles north of Pittsburgh) east through Kaylor to Dewey, Pa. The locomotives are kept at Kaylor, near the east end of the line, and the A-B-A F7s may make several trips to Queen Junction in a single day. The line was described in detail in the July 1982 R&R.

OKAY GIVEN TO RIO GRANDE/SP The Interstate Commerce Commission, by a vote of 4-0, approved Rio Grande Industries' takeover of Southern Pacific Transportation Company on August 9, 1988. The merger, which will create the fifth largest U.S. rail system in terms of mileage, ends a five-year struggle on the disposition of the SP. The sale of the SP went into temporary limbo after the ICC rejected a takeover and merger by the Santa Fe two years earlier. In that time, observers saw the SP shrink from an independent and competitive railroad to one that was barely hanging on by its fingertips as massive layoffs in various departments took their toll on operating efficiency.

With slightly over 15,000 miles of combined SP and D&RGW track, there will be very little redundancy in the new operation, which is expected to keep the Southern Pacific name and eventually do away with the Rio Grande. It will open up a new direct link between San Francisco and St. Louis. In fiscal 1987, Southern Pacific earned $2.3 million in revenue, while Rio Grande posted $261 million. By comparison, CSX posted more than $4.5 billion and Santa Fe just under $2 billion.

Expected to appeal is Kansas City Southern, which wants the Southern Pacific for itself.

FEATHER RIVER'S CELEBRATION A crowd of 146 guests attended the 3rd Annual Feather River Rail Festival at Portola, California, on July 9, 1988. Held at the Portola Railroad Museum, the event featured all-day photo sessions and runbys on the museum's mile-long balloon track. Freight action was presented with WP GP7 707 and UP GP30 849 pulling a cut of restored WP freight cars, while a pair of Fs—WP 921 and ARR 1506 (the latter is owned by Mountain Diesel Transportation)—hauled a passenger consist of an ARR baggage car, Santa Fe diner and UP observation car. Four lucky raffle winners took turns operating one of the museum's locomotives around the balloon track, and Vic Neves hosted a night photo session with GP30 849.

Additional equipment recently obtained or undergoing restoration by the Portola Railroad Museum will no doubt make for an even better Rail Festival next year. EMD's first production GP20, WP 2001, is being repainted in its original silver and orange scheme. New pieces include U.S. Army GE 80-tonners 7376 and 1694, Tidewater Southern/Stockton Terminal & Eastern Alco S2 506 and Santa Fe caboose 999414 (formerly the 1500, the first all-steel caboose on the Santa Fe).

NORFOLK SOUTHERN AWARDED It seems anymore that the only time railroads receive public attention via TV or printed media is when they derail a train of toxic chemicals or strike a stalled bus at a grade crossing. Therefore, it's good news indeed to report that the Dow Chemical Company has presented its 13th annual Rail Safety Achievement Award to Norfolk Southern Corporation in recognition of the railroad's superior handling of Dow products during 1987. NS was selected from Dow's top ten rail carriers based on the number of safety incidents per million Dow railcar-miles traveled, reporting of incidents to Dow and related agencies, and the railroad's progressive safety program which emphasizes car inspection, personnel training, maintenance of way and compliance with established safety standards.

Dow U.S.A. President Keith R. McKennon presented the award to NS Chairman, President and CEO Arnold B. McKinnon. The award is a plaque and a $2,500 college scholarship check which NS will present to one of its employee's children. Seven previous awards have been won by Norfolk Southern Corporation's rail subsidiaries (one by N&W and six by Southern Railway), but this is the first time

KEN MURRY

A LIVE K4 traversed the Pennsy Middle Divison on August 24-25, 1988, shown paused at 1:15 a.m. on the 25th at Conrail's former-PRR Enola Yard near Harrisburg Penn., (above) during its ferry move to York to take part in that town's celebration of 150 years of railroading. A total of seven round trips out of York took riders to Hanover Junction and Menges Mills August 26-28. Rolling down Pershing Avenue, the K4 departed York (right) with the second run to Hanover Junction on the 26th. That same night, it tied up at the York depot alongside Juniata Terminal's PRR-liveried NW2 9251 (below). Because no turning facilities were available on the excursion routes, they ran pull-pull with the K4 leading out of York and the 9251 pulling on the return trip.

BRUCE KELLY

DAVID BAER

THE WESTERN ALLEGHENY F-UNITS can be photographed in more daylight as operations now begin at 8:00 a.m. The A-B-A F7s are shown delivering 20 loads at Queen Junction, Pa., on July 13, 1988.

MIKE DEL VECCHIO and DAVID MORGAN

Dow has presented one to the NS Corporation as a whole. During 1987, NS handled over six million car-miles of Dow traffic (7,607 shipments) without a major incident.

SIX MONTHS OF SUSQUEHANNA Much has happened since the October 1988 RAILNEWS concerning NYS&W's operating the bankrupt Delaware & Hudson under an ICC order back in June. As the initial 45-day period of "directed service" expired, NYS&W applied for a 30-day continuance to operate the line. While initially NYS&W only broke even on the first 30 days of operation, it felt that traffic would pick up and that it would make a profit on the venture within a couple of months. On August 7, 1988, the initial 45 days expired. At this time the NYS&W asked for the 30-day extension and for the ICC to revoke the law requiring it to rehire all the laid-off D&H employees. The ICC then granted a ten-day extension. Its reason was that Susquehanna only rehired about half of the former D&H employees, and the rules of the directed service require the former road's crew sizes and work rules. In a cooperative measure, the UTU filed grievances on behalf of the displaced D&H workers instead of a strike which would possibly close the railroad down. The ten days would give the ICC a chance to discuss the matter with the union, the D&H and the Susquehanna. On August 17 it was an-

nounced that a deal had been struck and by the weekend the NYS&W had been granted a 180-day extension.

It is not over yet, as the ICC has not decided on a permanent operator for the line. Anthony P. DiCello, the appointed trustee for the D&H, feels that the bankrupt railroad may be able to operate on its own shortly, and respected industry people feel the final decision may wind up in favor of Conrail, who has been quietly campaigning for the D&H. Stay tuned.

THE CENTRAL VERMONT Most of the remaining Central Vermont RS11 fleet has been disposed of with the sale of 3601, 3612 and 3608 to the Lamoille Valley Railroad; 3605, 3606 and 3609 to the Winchester & Western and the 3600 and 3604 to a newly-formed locomotive leasing company, Genesee Valley Railway Associates. The 3611 and 3603 are still on the property in derelict condition. The units, originally purchased by the Duluth, Winnipeg & Pacific in 1956, helped dieselize the CN's Minnesota subsidiary virtually overnight. In the early 1970s they returned east for their last time to comprise one of the last bastions of Alco power in New England. The 3600, 3604 and 3605 worked the Grand Trunk's South Paris and East Dearing jobs, while the 3606 worked up until the demise of the Quaboag Transfer's *Rockets*. The units are reportedly in excellent condition and should serve their new owners well—Y.A. GARNET.

A TIMELESS SCENE The Hawk Mountain Railway Historical Society of Kutztown, Pa., ran a night excursion on July 9, 1988, commemorating the 25th anniversary of the Wanamaker, Kempton & Southern tourist railroad, located in eastern Pennsylvania. Kermit Geary, Jr., and Steve Barry lit up several scenes for the many who rode the trip. The ex-Safe Harbor Water & Power Company 0-6-0T 65 was used for the event.

The WK&S operates three miles of an isolated portion of the former-Reading Schuylkill & Lehigh Branch, with trips originating in Kempton, Pa., 20 miles west of Allentown. A Mack gas-electric switcher and Whitcomb gas-mechanical switcher fill in for the 65 or Porter 0-4-0T No.2 (ex-Colorado Fuel & Iron) on occasion.

PRESERVED Over 600 man-hours went into the restoration of Pacific Great Eastern RS3 561 (see color on page 4), now owned by the West Coast Railway Association. The 561 is significant as it was PGE's first roadswitcher. The WCRA plans to display the vintage Alco at a proposed museum in Squamish, British Columbia, 39 miles north of Vancouver. Pacific Great Eastern was the predecessor to today's BC Rail.

Meanwhile, at Grand Forks, North Dakota, the Burlington Northern shop has repainted SD45 6430 back to its original "Omaha Orange and Pullman Green" livery and number as Great Northern 400. The first production SD45, the 400 was the first of 27 on the GN roster. The 400 was lettered "Hustle Muscle" campaign during the 1960s for a campaign touting GN's hot Seattle-Twin Cities service. The 400 was the only unit so lettered and remained the Hustle Muscle as BN green and white 6430. The 3600-h.p,. six-axle, 20-cylinder locomotive is presently on display at the Lake Superior Museum of Transportation in Duluth, Minnesota, where it is on long term loan from the BN.

THE BUFFALO & PITTSBURGH On July 19, 1988, Genesee & Wyoming Industries' (GWI) rail division, in partnership with the Arthur T. Walker Estate Corporation (ATW), announced the formation of the Buffalo & Pittsburgh Railroad. The new line gained control of 400 miles of trackage formerly operated by CSX between Buffalo, N.Y., and Eidenau, Pennsylvania. The 400 miles of track include 255 miles of main line, 114 miles on six branches and an additional 31 miles of related yard trackage. Also part of the purchase were 254 miles of trackage rights over CSX (B&O) to New Castle, Pa., where southbound B&P traffic is interchanged with CSX.

Together with the GWI-owned Rochester & Southern Railroad, GWI has now put back together the old Buffalo, Rochester & Pittsburgh. The BR&P was a respectable regional carrier in the late 19th and early 20th Centuries in the era before "regionals" were brought out by the larger trunk roads. In the Depression era, a number of these smaller roads, the BR&P included, were picked up by the expanding trunk lines. Today, the trend within the industry is to eliminate excess trackage, and as a result we have seen the emergence of a multitude of new regional carriers. The formation of the B&P adds a fifth road to the GWI family, which currently operates the Dansville & Mt. Morris, the Genesee & Wyoming, the Louisiana & Delta and the Rochester & Southern. As with its sister roads (with the exception of the D&MM), the B&P will display the stylistic circle-and-arrows herald designed by graphic artist Milton Glazer.

GWI's partner in the B&P sale, ATW, is a corporation with interests in coal mining and sales; it is also the owner and operator of the Pittsburg & Shawmut Railroad (featured in the September '88 R&R). With that background, it is felt that there will be significant opportunities to create new business on the line, especially coal. The B&P will be attempting to do what the Pittsburg, Shawmut & Northern and the BR&P did 100 years ago: transport western Pennsylvania coal to western New York markets. In addition to coal, other major commodities transported over the B&P include fuel oil, lumber pulp, paper, auto parts and steel. The annual carloadings are projected to be in excess of 50,000. CSX's SeaLand double stack container trains will continue to operate on trackage rights over the B&P to their D&H/Susquehanna interchange in Buffalo.

The B&P enjoys a total of 13 connections including Conrail, B&LE, Knox & Kane, Allegheny, R&S, P&LE, D&H, NY&LE, P&S, South Buffalo, NS, CSXT and CN. Operating headquarters have been set up at North Penn Street in Punxsutawney, Pa., with Mr. John G. Bell as the railroad's general manager.

The first train operated by the B&P was called at Buffalo at 2:30 a.m. on July 19, 1988, and departed at 4:10 a.m. Two CSX GP40-2s (6059 and 6216) led the train out of town, picking up R&S GP40s 102 and 105 at Salamanca for their climb up Big Level to Mt. Jewett, Pa. The B&P's start-up missed the July 21 (1986) anniversary of sister road R&S by two days.

For the first few months, operations have closely followed CSX's practices, with northbound/southbound merchandise trains 630/631 and stack trains 230/231. Exceptions have been the reopening of Salamanca as a switching yard to separate the R&S interchange cars, and the addition of Butler-to-New Castle turns to do the south end interchange work.

The power used by the B&P has been mostly CSX units on short term lease, with CSX and NYS&W run-through power showing up on the stacks. Plans are for the B&P to acquire all six of the R&S GP40s with the R&S in return getting three B&P (ex-N&W) GP9s/GP18s, B&P GP38s 7803 and 7822 (ex-Quaboag) and an SW1200 from sister Louisiana & Delta via trade. To balance out the B&P's power they have purchased ten ex-C&O/B&O GP9s via National Railway Equipment, have leased P&S GP7s 10 and 11 and will be leasing and/or purchasing additional Geeps of one form or another. Already on the property are several ex-N&W Geeps.

The start-up of the B&P had been delayed for a number of months in the courts. Management may not have seen the last of this, as a report in the *Journal of Commerce* reveals that a spokesman for the Railway Labor Executive Association had noted that attorneys from the RLEA and UTU would likely appeal the Second U.S. Circuit Court of Appeals decision allowing the B&P start-up. For now, the B&P is doing what its predecessor BR&P did 100 years ago, trying to increase its traffic base through personalized regional service—DAVID J. MONTE VERDE.

CADIZ RAILROAD'S LAST HAUL Alco S1 No.9 of the Cadiz Railroad ran its last line haul on June 29, 1988, taking six empty boxcars from Cadiz to Princeton, Kentucky, for interchange with the Paducah & Louisville; three additional empties were picked up enroute at Gracey. The Hoover Company plant in Cadiz (owners of the railroad) will now ship by truck, leaving S1 No.9 and S3 No.10 stored at Cadiz awaiting disposition.

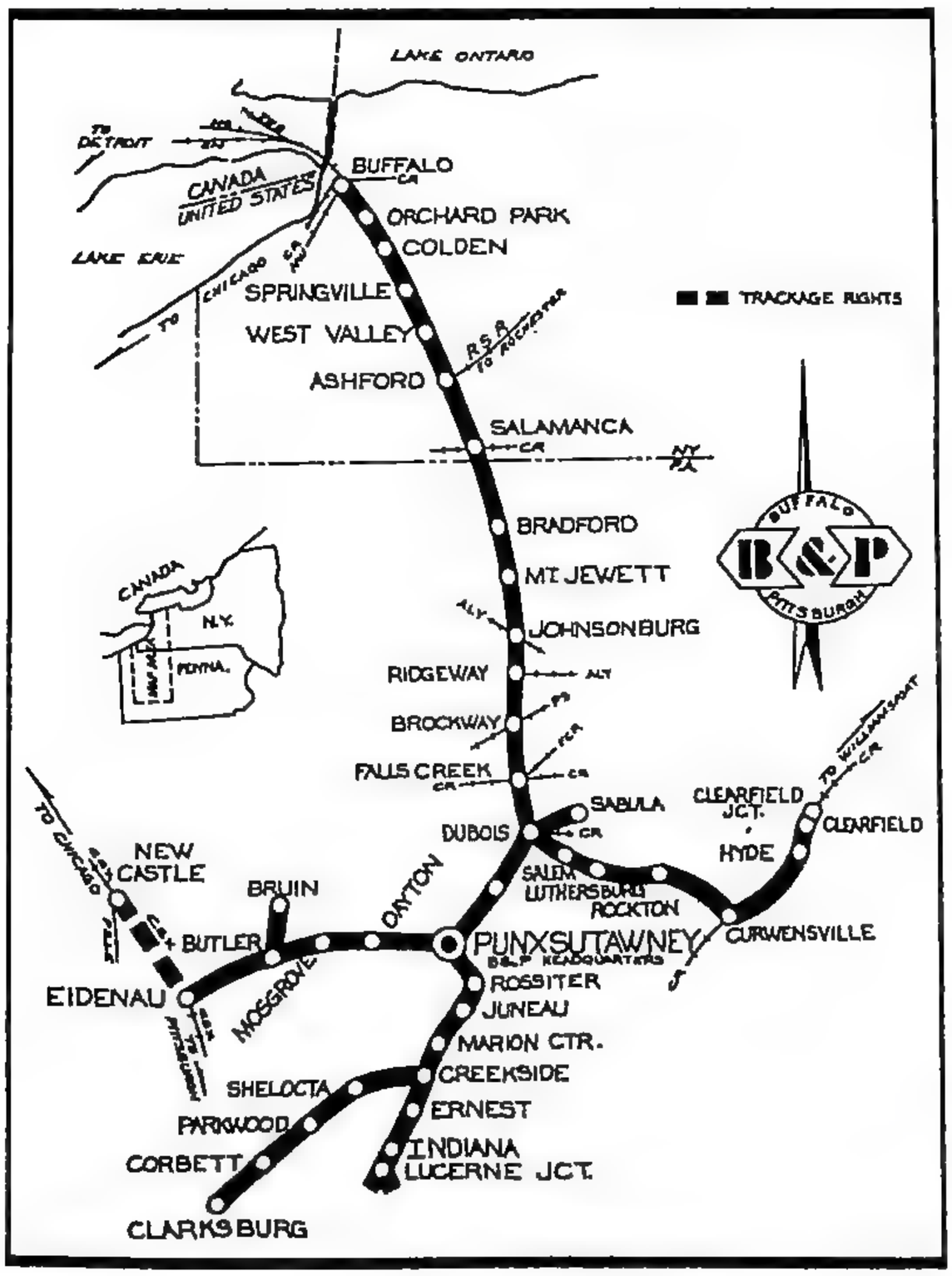
PERE MARQUETTE 1225 TO RUN Work began on the restoration of Pere Marquette 2-8-4 1225 in 1971, and this autumn it's scheduled to make its debut appearance with a series of test runs and excursions in Michigan. September 3-4 the Berkshire will have performed its test runs on Tuscola & Saginaw Bay trackage between the Owosso shop and Chesaning, then October 8-9 it will power a consist of 1930s and 1940s vintage coaches on four daily excursions out of Chesaning to Owosso Junction and St. Charles. Fares are $8.00 and under. For more information call the Shiawassee Valley Railroad Co. at 517/725-9464.

STEVE BARRY and KERMIT GEARY, JR.

A TIMELESS SCENE was created when 0-4-0T No.65 posed for night photos at Kempton, Penn., on July 9, 1988, for the WK&S 25th anniversary.

DAVID J. MONTE VERDE

THE BUFFALO & PITTSBURGH began operating July 19, 1988, between Buffalo, N.Y., and Eidenau, Penn. B&P GP38 7822 (ex-Quaboag Transfer) was on the Genesee & Wyoming at P&L Jct., N.Y., on June 14.



RAILFAN & RAILROAD

CADIZ RAILROAD'S LAST HAUL took place June 29, 1988, with Alco S1 No.9 pulling into Princeton, Kentucky, with nine empties. Owners will now ship by truck, while S1 No.9 and S3 No.10 await disposition.

JOHN PROFFITT

The Rocky Mountain Railroad Club celebrates 50 years.

Rocky Club's 50th

by Steve Barry

What do you get when you pack seven railfan excursions featuring six steam locomotives, magnificent Colorado scenery and nearly 50 photo opportunities into eight days? You get a railfan's dream vacation brought to life as the Rocky Mountain Railroad Club's 50th Anniversary party. The June 1988 celebration was a well organized series of trips that took approximately 450 participants across Colorado and into neighboring Wyoming and New Mexico, retracing the routes of trains like the *San Juan Express*, the *Rocky Mountain Rocket* and the *City of San Francisco*.

The Rocky Mountain Railroad Club of Denver has a long history of providing quality excursions. Founded in 1938, the only group activities for about a year were monthly meetings. Their first outing was a field trip to the Union Pacific's shops in Denver on March 26, 1939. Since then they have become one of the premier excursion operators in the country. Today, the Rocky Mountain Railroad Club boasts 1100 members from almost every state and many foreign countries.

Sherman Hill, for openers

The first trip of the 1988 celebration was one of the legendary Challenger trips from Denver to Laramie on the Union Pacific, using 3985 and the modest ten-car consist (five coaches, a lounge, two baggage, the tool car and a power car) the UP now fields. The first Union Pacific trip operated by the Club also had a Challenger, when 3967 was the power in 1953. Since that time a variety of locomotives, both steam and diesel, have pulled Rocky Club UP specials to Laramie, Cheyenne and Rawlins in Wyoming, and North Gate, Julesburg and Sterling in Colorado.

Passengers arrived at Denver Union Station early for the 7:00 a.m. departure and were greeted by the sight of DDA40X Centennial 6936, which would power the train through Colorado to Speer, Wyo., where the Challenger would be met. A photo runby was held northbound with the Centennial, and the location selected was a spot where the rails twisted east just before arriving in Speer, providing excellent three-quarter lighting. In fact, well-planned and executed runbys were the rule the entire week. The trips were run by photographers for photographers, and the quality of the runbys reflected the planing and thought put in by the club.

What can be said that hasn't already been said about the UP trips over Sherman Hill? Simply put, they are the best excursions offered anywhere in North America—and even at $190 per ticket they are worth every cent. Eleven photo runbys were scheduled, and ten of those were actually accomplished! To make up for the one canceled runby, the last one was turned into a double-shot, with two distinctive photo lines, providing two excellent angles. Incidentally, all

JOHN KRAUSE

STEVE BARRY

ROCKY MOUNTAIN Railroad Club's first Union Pacific excursion was on May 17, 1953, using 4-6-6-4 3967 (left) from Denver to Laramie. Who would have believed then that 4-6-6-4 3985, shown here at the Buford runbys, would star 35 years later?

ten runbys were at locations with ample room to dump off all the passengers and still give everybody people-free shots (although it helped to be part mountain goat for some of them).

While the UP train was being turned in Laramie, the Colorado & Wyoming Railroad's leased Mountain Diesel F-units made an appearance on the south leg of the wye. Once the Challenger was serviced and turned (and posed briefly alongside the Fs on the tail of the wye), the Fs followed the UP train up to the pedestrian bridge at the station so the passengers had an opportunity to see them.

The highlight of the return trip was the last runby of the day at Buford, Milepost 539.1. The train backed up nearly a mile before charging past in beautiful late afternoon sunlight. As soon as the last car was past, the photo line broke out into applause, followed by cries of "encore" and "one more time." Obligingly, engineer Steve Lee backed the train up for one final runby—and he made it awesome! The crew was obviously having a good time, and their enthusiasm for the trip rubbed off on the passengers. Everybody returned to the train tired, happy and maybe even a little bit stunned. Arrival back in Denver, once again behind Centennial 6936, was marked by a fireworks display over Union Station. We were quickly informed that the greeting was not for us, but for some event going on downtown.

Georgetown on Sunday

One might think that anything after the UP's world-class performance would be anticlimactic. Not so. The remainder of the week's activities were different enough that they didn't invite comparison with the UP trip. Sunday's outing was a chartered train over the Georgetown Loop Railroad, a recently restored part of the Clear Creek District of the Colorado & Southern narrow gauge. The power was Baldwin 2-8-0 No.40, originally an export to the International Railways of Central America. The consist was three gondola-type passenger cars, a stock car and a caboose. The trip originated at the top of the grade in Silver Plume and backed down to Georgetown. Halfway down, a dou-

STEVE BARRY

THE GEORGETOWN LOOP Railroad provided an attractive consist for the Rocky Club special on Sunday, June 19, and made some impressive photo runbys, including this one around the loop approaching the rebuilt Devil's Gate bridge. No rails remain to Cripple Creek, so in 1988 the area was explored by auto caravan. On February 6, 1949, the Rocky Club had run the last passenger train to Cripple Creek (below) using Midland Terminal 2-8-0 59 and wooden cars. It is shown near Murphy.

ble runby was held, along with a meet with the regular passenger train (powered by the Oahu Railway 47-ton diesel) heading uphill. The railroad was within a couple of days of having two steam locomotives operating, as Shay 14 was in the Silver Plume shops almost ready to go.

After backing across the 78-foot-high Devil's Gate Viaduct and arriving in Georgetown, everyone was dropped at the station (leaving the freight cars empty of people), and the train was backed under the viaduct to begin the longest photo run of the day. Ample time was given for photographers to wander to a variety of locations around the viaduct; then the train started forward. It passed through the station and traversed a loop, gaining altitude and swinging across the viaduct, where it finally stopped. After backing down, one last runby was held in the station area before returning to Silver Plume.

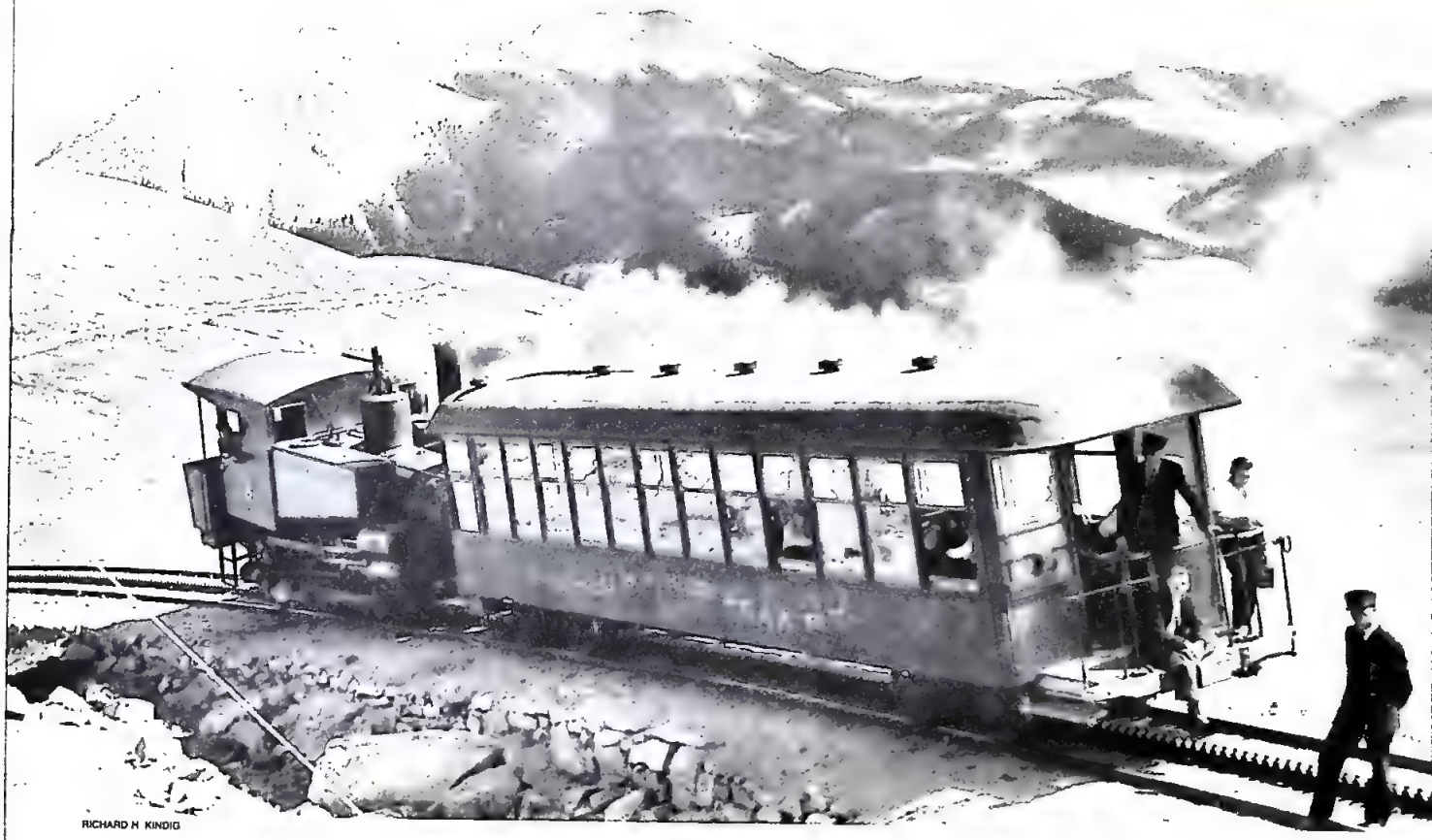
Since this was a short day (the trip finished at 12:30), the participants were encouraged to take in the other railroad attractions in the area. Many opted to visit the revived operation in Central City featuring Colorado & Southern 2-8-0 No.71. Others went on to the Colorado Railroad Museum in Golden, which had Galloping Goose No.2 in operation. There is no shortage of railroad activity in the Denver area.

Manitou on Monday

Monday's primary activity was a trip to the top of Colorado's most famous mountain on the Manitou & Pikes Peak Railway. The railway is historically significant to the Rocky Mountain Railroad Club because on August 27, 1939, the club's very first chartered excursion went to the top of Pikes Peak with steam locomotive No.3 and coach 101. Other trips were run on the "Cog Wheel Route" in 1940 and '41 before World War II caused a slowdown in club activities. More recently, chartered trains have taken passengers to the top to view a variety of sights and seasons, including a "Moonbeam Special" to view the lights of Colorado Springs.

The weather was cooperative on this day, as 180 passengers rode to the summit of the 14,109-foot mountain and had a clear view of the plains below. Following the ride, M&PP General Manager Martin Frick accompanied the group on a tour of the Manitou Springs shops.

ROBERT W. ANDREWS



RICHARD H. KINDIG

THE FIRST CHARTERED excursion run by the fledgling Rocky Club was on the Manitou & Pikes Peak on August 27, 1939. An NYC obs brought the RI streamliner image back to the Limon line with the C&LC trip (below) out of Falcon.

STEVE BARRY

Up on Cripple Creek

The following day was the only one where participants had a choice to two activities. Some of the group went off on a tour of the Cripple Creek mining area, while others went on an excursion over the ex-Rock Island trackage operated by the Cadillac & Lake City.

There was a time when one could get from Colorado Springs to Cripple Creek by rail. In fact, the Rocky Mountain Railroad Club operated a Midland Terminal Railway excursion between those two points on February 6, 1949, that became the last passenger train to Cripple Creek. That trip used Colorado Midland Terminal 2-8-0 No.59 on a train of four short wooden cars—cars that were short enough to make it through the curving tunnels of Ute Pass.

The 1988 version of the same trip found a caravan of 35 automobiles heading over the right-of-way of another railroad that once connected the two towns: the Colorado Springs & Cripple Creek District Railway, also known as the "Short Line." Originating at the Colorado Midland roundhouse in Colorado Springs, the caravan went over this 35-mile grade, which is now known as the Gold Camp Road. The drive included a 4000-foot climb over high fills and through seven of the nine original tunnels to the "World's Greatest Gold Camp." The sites of Bull Hill, Independence and Midway were among the old stations passed before breaking for lunch in Victor. The tour of the area, which is rich in mining history, was topped off with a ride on the steam-powered two-foot-gauge Cripple Creek & Victor.

The other trip of that Tuesday retraced the route of the *Rocky Mountain Rocket* over the former Chicago, Rock Island & Pacific. The Cadillac & Lake City trip originated in Falcon, about 14 miles east of Colorado Springs, and proceeded to Limon where the Rock met the Union Pacific. It was here that the *Rocky Mountain Rocket* split into two sections, with one continuing on the Rock into Colorado Springs and the other going to Denver on trackage rights over the UP. Limon now sees three railroads in town, with the UP, the C&LC and Kyle Railways, which heads east on the old RI.

The C&LC trip was powered by an ex-Santa Fe CF7 and featured ex-New York Central observation car *Singing Brook*, now named the *Mountain View*. One drawback to the trip was that the air conditioning was not working on the sealed-window coaches. Frequent photo stops and the availability of on-board soft drinks and lemonade made the hot day tolerable.

Rocky Club's 50th

STEVE BARRY

The photo highlight of the trip was stop at Tip Top, the highest point on the ex-Rock main line at 6875 feet. The runby (one of five on the day) was held as thunderstorms skirted by the train on all sides, but no rain fell on the photo line. A work car was added on the return trip, wrapping up the day with an authentic mixed train.

Following the return of both of the groups to the Colorado Springs area, the club recommended dinner at Guiseppe's in the former D&RGW station. Tables were reserved at trackside with windows looking out at the Joint Line. Guiseppe's was one of two eating establishments recommended by the club during the week, with the other being the Old Spaghetti Factory in Denver. The Old Spaghetti Factory is in a former power house of the Denver Street Railway system and retains much of its old industrial flavor. Both recommendations were very good, it should be noted.

On to the narrow gauge

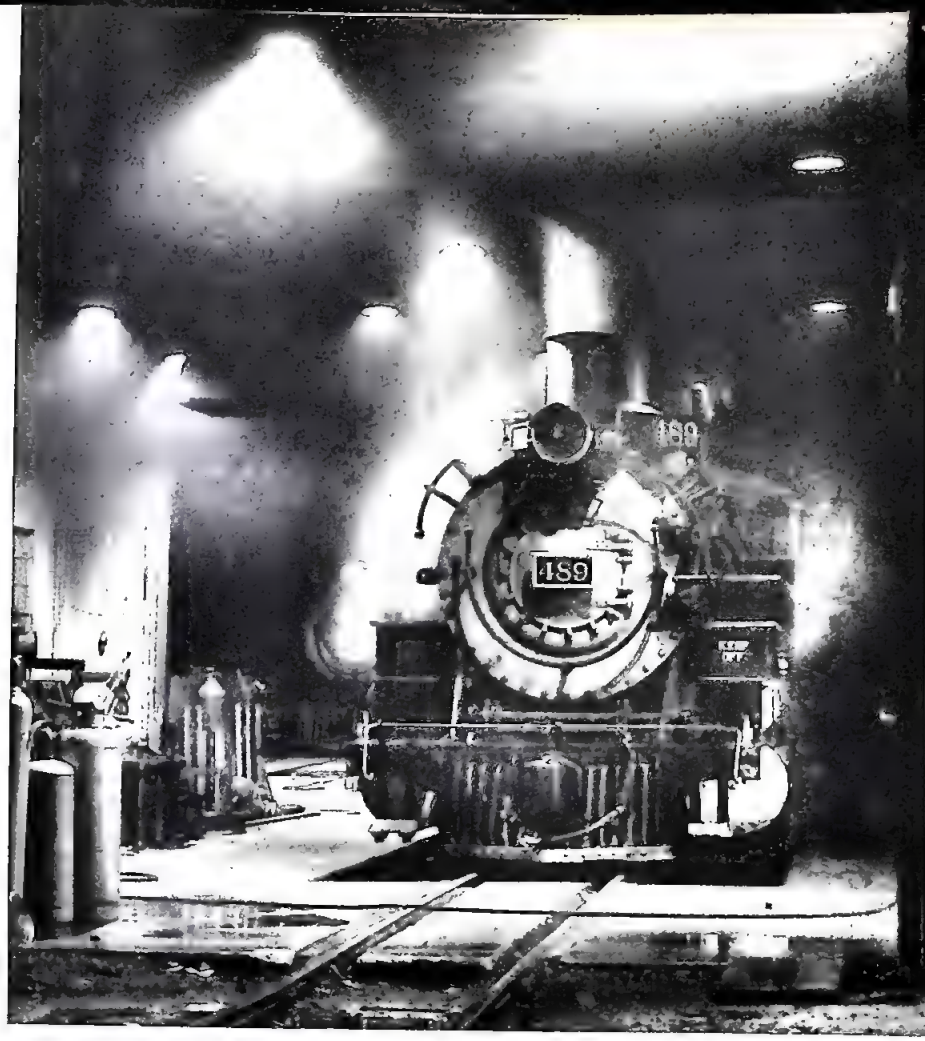
Wednesday was a travel day, with the general idea that all participants be in Chama early Thursday morning. The

ROBERT A. LeMASSENA

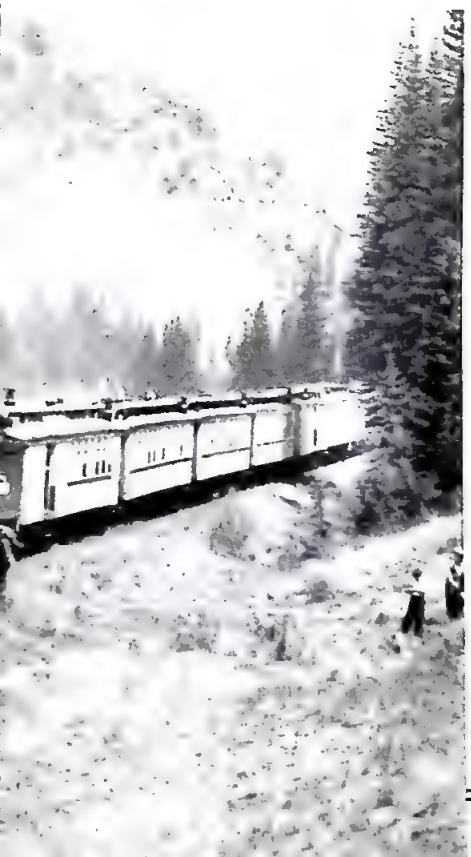
club provided a driving tour of sights to see on the way, which was extremely helpful. The off-day also gave railfans a chance to view activity on the Joint Line. Those who arrived in Chama by 8:00 that evening were in for something of a surprise. The Cumbres & Toltec Scenic Railroad had to make a special move to the summit of Cumbres Pass with the next morning's regular passenger consist, requiring a train to leave at dusk. Many chasers followed up the mountain and attempted photographs, while for others the marginal light meant an opportunity to put the cameras away and just watch for a change. A very impromptu night photo session was held at the summit before the engine returned light to Chama.

This move was necessary because of a shortage of power on the C&TS. They had two locomotives in regular service with a third filming a movie on the line. The Rocky Mountain charter on Thursday required a doubleheader to the top of Cumbres Pass, with two locomotives still needed for the regular runs. The solution was to pull the engine off the movie assignment to handle the Antonito train and give the charter the two regular engines. The regular Chama passengers would then be bussed to the summit where the coaches were waiting, and upon arrival of the charter they would get the helper engine and proceed on their way east. The charter could then complete its trip with one engine.

To maximize daylight, the trip left Chama at 7:30 Thursday morning. Three runbys were held with K36 Mikados 488 and 489 leading several freight cars, followed by a string of the C&TS's older passenger cars (converted boxcars). Upon arrival at Cumbres Pass the lead locomotive was cut off and put on the regular train. The charter left first, with the regular train trailing by about a half-hour.



STEVE BARRY



THE RIO GRANDE narrow gauge has played a large part in the history of the Rocky Club. On June 3, 1956, the 488 and 490 (below left) doubleheaded a Club trip up Cumbres Pass. On June 25, 1988, the 488 again led the doubleheader up Cumbres (top left) on the C&TS charter. That night road engine 489 was photographed in the Chama shop.

At the line's halfway point, the section town of Osier, the passengers disembarked for a quick lunch (actually, lunch was picked up and carried back onto the train to maximize time for photo stops) and the train proceeded east. At Big Horn wye the train was turned and a runby was held featuring only the freight consist. After the runby the club offered free soda to all passengers—a welcome refreshment, since there was no concession car on the train and no other provisions for water. Fortunately, everybody was good natured despite being totally dehydrated.

The final runby was held at Tanglefoot Curve, providing a beautiful panoramic view of the train as it circled away from the photo line and then doubled back past the photographers. It was a great finish to a great day. After reaching Cumbres Pass and descending the hill, a monstrous thunderstorm erupted bringing torrential rains and hail. It had abated enough to allow passengers to race for their cars in the Chama parking lot to return to their motels.

Up until 1966 the Club had operated rail trips between Chama and Durango, actually starting in Alamosa and winding up in Silverton. The 1988 version of this was a caravan of about 40 automobiles that set off from Chama and fol-

lowed the right-of-way into Durango. Those participating were encouraged to bring along C.B. radios so the guides could point out he many sites still remaining from narrow gauge days, including water tanks, bridges and other structures. Other people opted to use the free Friday to chase the regular Cumbres & Toltec Scenic train in the morning and then race over to Durango to get the afternoon parade of four trains returning from Silverton. The afternoon parade was partially rained out (severe enough to briefly black out Durango), but that's about the way it is every day in Colorado in June. Every day of the week the morning started out with skies that were "Baby Blue" (according to George Strait's song), but around 2:00 the clouds would roll over the Rockies. Some days it cleared off in the early evening, but more often than not there was no sun after mid-afternoon.

THE DURANGO & SILVERTON doubleheaded K28s 478 and 476 on the convention charter trip, which included numerous runbys (below) in spite of some heavy afternoon rain. Sunday evening the 478 was posed for a night session on the Durango turntable.

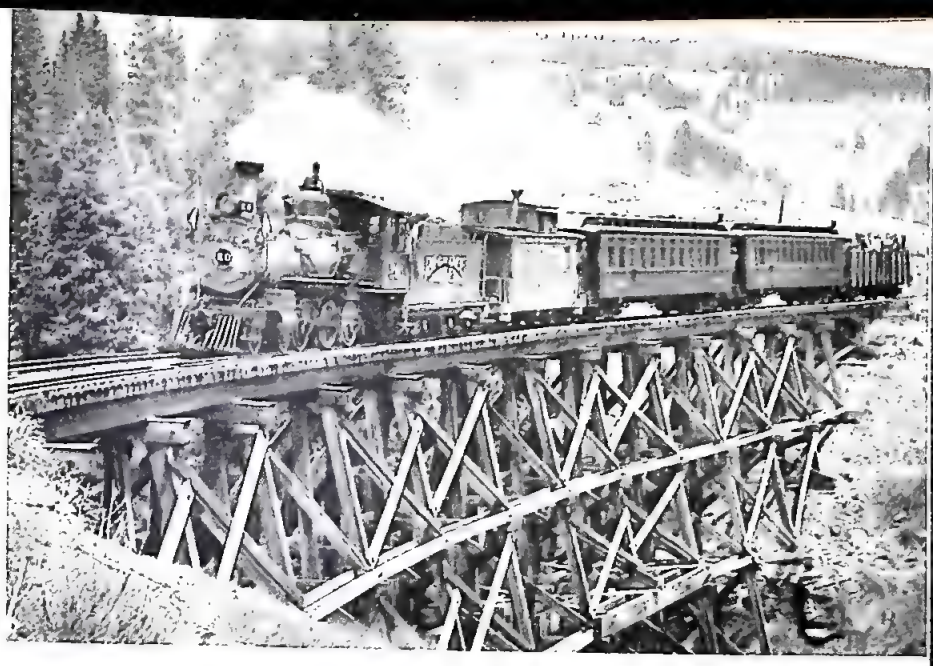
The finale of Rocky Club Week was on the Durango & Silverton Narrow Gauge Railroad on Saturday. During the summer there are four scheduled trains a day out of Durango. The Rocky Club charter replaced the fourth train, but it ran as an extra so that it did not have to maintain the fourth train's schedule. Five photo stops were made, with two involving regular southbound trains. The second runby northbound started with the photo line setting up facing the southbound train (in the rain), then swinging around and up a hill to photograph the charter, which was pulled by doubleheaded K28s 478 and 476. The rain and humidity made the smoke and steam hang over the tracks as the train swept below the photo line on a curve. Despite the lack of sunshine, it may have been the best runby of the week.

The third northbound runby sort of fell into place. Someone from the club noticed our arrival in Silverton was going to be about the time the second train was due south. Instead of running the charter directly into town, they decided to park it on the north leg of the wye. This provided a photo of the regular train with K36 480 passing the doubleheader—three live steam locomotives in one photo! After the southbound was past, the charter finished wyeing and then performed a southbound runby before backing into town.

STEVE BARRY

The only rained-out photo stop was a stationary shot planned at Needleton Tank, but the weather was approaching near-monsoon conditions. The final photo stop was planned for Rockwood, and a decision was made to do it no matter what the weather. Soon the rain slackened to a downpour and actually abated by the time Rockwood was reached. A photo runby at the cut and the celebration was over (almost).

The shop forces at Durango cooperated for a night photo session at the shops of 478 on the turntable. About 125 people showed up for the late night event, which was supervised by D&SNG Chief of Security Captain Jesse Scott. The crews patiently waited while the Mike was turned and photographed, then turned and photographed some more.


LES LOQUE

THE RIO GRANDE SOUTHERN was toured by auto caravan in 1988, but back on May 30, 1947, 4-6-0 No.20 headed up a Rocky Club excursion, shown near Lizard Head Pass. The Club subsequently bought No.20 and today has it at the museum in Golden.

Organized exploration

In the final event of the Rocky Club 50th, 110 people participated in a seven-day trip across the land of the narrow gauge on the "San Juan Sojourn," a long field trip to many of the legendary sites along the famed Narrow Gauge Circle. Fifty-five cars started out from Durango with about half finishing the trip six days later. Almost everything that was planned was accomplished, including visits to the Gallagher Trestles, Ohio Pass, Palisades, Vance Junction, Red Mountain Town and the Corkscrew Gulch turntable site. The trip became bi-modal, as there was a boat ride on Morrow Point Lake. The first day's lunch stop was in Dolores, where the Galloping Goose Historical Society played host and showed off Rio Grande Southern Goose No.5.

Formula for success

The idea for a 50th Anniversary celebration came about two years ago, and planning got serious in the spring of 1987. The idea was to arrange only the rail trips—everybody was on their own as far as getting from place to place and lodging were concerned. This idea worked out extremely well, as everybody was free to establish their own itineraries around their special interests. Time could be found for squeezing in the Rio Grande's Front Range or the Joint Line or even Sherman Hill or the other tourist lines and museums in Colorado. Getting between locations was made easier by the driving hints put together by the club and mailed to participants well in advance of the actual event. The hints gave approximate driving times, quickest routes or alternate routes, and things to see on the way. Needless to say, there were a lot of Alamo rental cars in the railroad parking lots during the week.

Time out for a commercial. The club has produced a number of souvenirs commemorating their 50th Anniversary, including a calendar, belt buckle, plate, sport shirt and the book "Georgetown and the Loop." There are also two video tapes, one comprised of slides and one of movies. The slide tape is a 60-minute summary of 50 years of club trips that was presented at the Anniversary Banquet in April. It sells for $24.50, with $10.00 going to the equipment fund for restoration. The other is from WB Video Productions and features 72 minutes of 16mm color movies taken by Irv August. The club also assembled a 50th Anniversary 1988 Calendar, featuring photos by 17 members. The calendar ($7.50 postpaid) is worth getting even though 1988 is almost over, just for the photo content and the history of the organization. Contact the Rocky Mountain Railroad Club (P.O. Box 2391, Denver CO 80201) for any of these items.

It was, of course, the members and officers of the Rocky Mountain Railroad Club that made this celebration work. The author wishes to thank them for their assistance in this article and for a fantastic week. I would like to especially thank Darrell Arndt, who gave me much information, tracked down other tidbits of info, supplied the historic photos for this article, gave me a place to mail my flashbulbs and coordinated the photo lines on most of the trips.

Much of the success of the week can also be attributed to people outside of the Rocky Club, namely the folks at the individual railroads that rolled out the red carpets. Already mentioned were Steve Lee and the management of the Union Pacific Railroad. Lindsy Ashby, the General Manager of the Georgetown Loop Railroad, arranged the photo freight. Martin Frick, President and General Manager of the Manitou & Pikes Peak Railway, was the host for the ride high above the plains. The train on the Cadillac & Lake City was arranged by Mrs. Myra Noble, General Passenger Agent. Down in narrow gauge country, Earl Knoob not only arranged the trip but was also engineer for the Cumbres & Toltec Scenic Railroad. Also, acting as fireman for the day was Rocky Mountain member Bill Anderson. Finally, Amos Cordova, Vice President/Traffic Manager for the Durango & Silverton Narrow Gauge, made the trip down there most enjoyable. Also, Trainmaster Dan McCall and Conductor David Schrank were extremely cooperative in putting up with the photo requests made by the club.

The Anniversary idea was an obvious success. People came from all over the United States as well as from Canada, Australia, New Zealand and Germany. The Rocky Mountain Railroad Club proved to be friendly and knowledgeable hosts. Following the success of this Anniversary party, one wonders what the one 50 years from now will be like. ⊂

Rocky Club's 50th

by Jim Boyd

"Garden State in '88"

Perhaps "Garbled State in '88" would be a better title.

The memorable scenes were numerous: Nickel Plate Berkshire 765 easing across the Lehigh River bridge in the warm glow of evening sun ... Morristown & Erie red Alcos atop Moodna Viaduct ... a yellow Susquehanna F45 lit up in the dark at Little Ferry ... Blue Mountain & Reading's T-1 4-8-4 blistering through Leesport at the legal 60 per ... the Hudson River viewed from the open platform of the *Blue Ridge*.

The less-than-memorable ones were also numerous: near riots at the registration table ... 36 people showing up with confirmed reservations for the 16 "Deluxe" seats to Port Jervis ... fantrips without photo runbys ... canceled events ... box lunch foul-ups ... and the infamous "Readingburg" trip.

After the "Garden State in '88" NRHS National Convention in Somerset, New Jersey, on July 23 through 31, a lot of people went home happy and a few went away infuriated—and a whole lot of Tri-State Chapter members went home exhausted.

In its early planning (begun, incidentally, during the "insurance crisis"), the convention was designed to be a worthy follow-up to the 1987 Roanoke spectacular. The "keystone" was to have been Altoona's Pennsylvania K4 1361 recreating its last days on the New York & Long Branch. The K4 would be posed for night shots at South Amboy with NJ Transit's PRR red GG1 4877 and the Blue Mountain & Reading's PRR E8s. Nickel Plate Berkshire 765 would handle the long distance fantrips to Reading and Harrisburg. A mere weekend would not be enough to handle it all. The convention was thus scheduled to cover two weekends, with a full week of events in between.

The 765, with its experienced crew and excellent track record on Conrail, was lined up with no problem. And Ft. Wayne's passenger cars guaranteed a road-worthy consist for all the trips. In the winter of 1987-88, NJ Transit approved the operation of the K4 on the Long Branch. Time was getting a little tight, but things were coming together.

Reality sets in

Then it began to unravel. Because of internal conflicts between the Altoona organization and Conrail the K4 was unable to be lined up in time for the convention (these problems were apparently resolved by late summer, and the K4 made its first "off line" venture to York, Pa., in late August). When the pricing for the BM&R E-units came in at a much higher than expected figure, the Long Branch runs were scrubbed and the trip schedule was built around the Nickel Plate Berkshire. With the PRR and Reading diesels and a Reading 4-8-4 nearby and available, why was it necessary to bring in the 765 all the way from Indiana? Two reasons: One, the club had made a commitment to Ft. Wayne in mid-1987 for the use of the engine, and two, the club needed Ft. Wayne's big passenger train. The BM&R cars do not have tightlock couplers and are thus under severe speed restrictions on Conrail. In this era of big steam engines "all dressed up with nowhere to go," Ft. Wayne has proven over and over again that a train of coaches is as valuable as a locomotive.

By mid-April the convention brochure went out with an ambitious schedule including five trips with 765, a diesel trip to Selkirk, two NYS&W diesel trips and operations on the Morristown & Erie, Black River & Western, Winchester & Western, Staten Island Rapid Transit and Long Island Rail Road. In addition were bus trips and self-guided tours of regular commuter and transit lines plus New York Harbor cruises and daily "family" activities like Broadway shows and a New York Yankees baseball game. Convention headquarters were established in the

THREE PHOTOS MIKE DEL VECCHIO / NIGHT ASSISTANCE BY STEVE BARRY AND KERMIT GEARY JR

Headquarters Quadrangle of three big hotels near Rutgers University.

The registrations began to flow in. The applications were put on computer forms which were to be traded in for tickets and boarding passes for the various events. The patchwork schedule of multiple events on each day began to work against itself. Trips were competing with each other, and only the obvious big weekend main line trips were getting a healthy response. Because of the late start in finalizing the schedule, nearly all applications were "last minute." By the first week in July a frightening pattern was becoming evident. Many of the high-ticket midweek trips were seriously undersold. In a "Night of Long Knives" directors' meeting, the convention schedule was cut back to a realistic level, eliminating two trips with the 765 (to Jim Thorpe and Reading, Pa.) and diesel trips on the LIRR and Conrail's Chemical Coast plus the second trip to Selkirk. The following weekends were spent with every ablebodied chapter member engaged in a telephone orgy contacting everyone whose trips had been canceled. This occupied manpower that would have otherwise been finalizing the actual convention preparations.

With over 2000 people registering for the convention and very few of the applications returned by mail due to the cancellations and changes, the scene on opening night at the registration desk was a madhouse. Because there were three hotels involved—and assigned through the convention registration—most people arrived at Headquarters Quadrangle only to have to wait in a 100-deep line to register and get a room

THE FIRST TRIP of the 1988 convention was up Conrail's "River Line" to Selkirk, N.Y. The train, shown at Tompkins' Cove, N.Y., used Morristown & Erie Alcos. The first steam trip was the next day with NKP 2-8-4 765 to Reading, shown (below) returning on the former-LV Delaware River bridge at Easton, Pa. Delays getting equipment through the terminal were typified by M&E 16 (left) at 3:00 a.m. on July 23 at Hudson Tower—after waiting there since 9:30.

SANDY BURTON

BLUE MOUNTAIN & READING T-1 4-8-4 2102 took the 765 passengers on a round trip to Hamburg on July 24; it's shown arriving back at Temple. On July 30 the 765 was bound for Port Jervis through Carstens' old hometown (below) of Ramsey, N.J.

for the night. The convention was barely under way and the complex schedule and registration system had already nearly broken down. Only the individual dedication of members like George and Lucinda Kallimanis kept things moving (George was recovering from eye surgery and had spent the two weeks before the convention manning the hot line telephone).

And the trains roll

Things weren't going well on the mechanical side, either. Berkshire 765, after performing perfectly over the Fourth of July weekend in Buffalo got a load of bad coal (see Rich Melvin's commentary on page 58) and was three days late arriving in New Jersey. Its train had been brought in and serviced and was used for the first excursion of the week, the Saturday, July 23, run up Conrail's West Shore line to Selkirk, N.Y., behind Morristown & Erie Alco diesels. Conrail handled the train perfectly, and it made an on-time return to Bound Brook. The next day (after a 1:30 a.m. arrival at the servicing point in Cranford at the junction between NJ Transit's ex-CNJ Raritan Line and the NYS&W's Staten Island operation) the 765 proved to be a capable performer with a fine trip on Conrail's former-Reading lines to Philadelphia and Reading, returning via Allentown. The riders were treated to a side trip on the Blue Mountain & Reading to Hamburg using ex-Reading T-1 4-8-4 2102. The only flaw of the day was a rather panicky lunch session at Hamburg with too many people and too little time.

Night life

Typical of the problems brought on by the schedule changes were those of the night photo sessions. Five sessions had been scheduled and sold (participants would board a bus at the hotel and be transported to the site), but until a week before the event the exact locations and subjects of the sessions were not known. The NYS&W had just taken over directed service of the entire Delaware & Hudson, and the usually helpful folks at Cooperstown and Little Ferry were busy beyond words. Because the 765 would run only on weekends, it would be dead during the week and unavailable for night sessions, so the NYS&W agreed to make their facility at Little Ferry available instead. Night sessions were scheduled with the 765 for both Saturday evenings, but on the first one the engine was still six miles away in the middle of Conrail's Oak Island Yard in a pouring rain (see the photo on page 39 of the October R&R). The complexity of the schedule delayed the Sunday night session on the NYS&W at Little Ferry when many of the participants were aboard the 765 train, which was a couple of hours late getting in from Reading. The bus finally arrived at 11:00 p.m., but by then the rain had stopped and the NYS&W put on a good show with a green SD45 under the sand tower and NYO&W NW2 116 on the turntable. The rain was coming down hard when two busloads of photographers showed up right on time for the Morristown & Erie session Tuesday night at Whippany with C430 17 and a short train. Everyone managed to stay under the shelter of the depot or museum roof, and the resulting photos were impressive (see page 73). The weather was much better at Little Ferry again on Thursday night when the Susquehanna lined up a yellow SD45 and then moved in the day's fan-trip power of an F45 and Dash 8-40B.

Saturday, July 30, was to be our last crack at the 765 for a night shot, but it depended on a perfectly timed return from the Port Jervis trip—which, of course, didn't happen. The NYS&W offered to move the session from their Cranford siding to their Kenilworth enginehouse on the old Rahway Valley, where a 70-tonner and yellow SW9 were conveniently already lined up. A full moon rising behind was the crowning touch. Credit for the smooth operation of the NYS&W night sessions goes to the very helpful railroad police officers Paul Romano, Bill McNally and Ed Caldwell, who coordinated our efforts with the local trainmasters and crews.

The only sour note on the night sessions was the tendency of some of the club officials to keep the night session locations a secret "to keep the freeloaders away," when in reality the locations and subjects were usually not firm until a short time before the session. Some overzealous folks at the registration table were trying to sell the available slots without telling what or where, even though it was known by then. "Ya pays your money and ya takes your chances" is *not* the way to market night photo sessions, though few who attended went away disappointed.

BRUCE KELLY

BRUCE KELLY

TWO PHOTOS SANDY BURTON

A "BASH 8-40B!" Brand new NYS&W Dash 8-40B 4006 hit a gravel truck at Vernon, N.J., on July 28; M&E President Ben Friedland (**right**) torched the damaged pilot off. The day before, 4006 had led a similar trip, shown (**above**) at Sparta, N.J.

Midweek trips

On the stormy Monday (at this point Garden State in '88 was becoming known as the "drought-breaker convention") the diesel trip on the Black River & Western found its CF7 turned back by an oil spill (just what everybody expects of New Jersey, right?) and its PRR doodlebug stopped by a fallen tree. They did get in two photo runbys, however, and everybody seemed happy. The Wednesday Susquehanna trip to Campbell Hall via the NYS&W and L&HR and return on NJ Transit's Erie main line went off without a hitch—or a photo runby, since a late firming up of plans did not permit the railroad time to scout out and prepare sites to let the passengers detrain. The Thursday trip was another matter. After an uneventful trip west over Sparta Mountain on the NYS&W stack train route, while northbound on the former L&HR the train struck a loaded gravel truck at a private crossing near Vernon, N.J. The truck driver reportedly tried to beat the train over the well-marked crossing and was hit nearly broadside by the brand new Dash 8-40B. The rear of the dump truck spun around causing damage to the first three coaches. The truck driver was hospitalized, but no one on the train was injured. The photo of the day was of Ben Friedland, president of the "rival" Morristown & Erie, taking a cutting torch to the damaged pilot of NYS&W President Walter Rich's newest toy: now a Bash 8-40B. The units ran around the train at Warwick and returned over the NYS&W with the F45 in the lead.

Ben's own railroad was in the spotlight Friday with two trips on the Morristown & Erie. The high point of the day was a meet between the afternoon passenger train and the regular freight job in East Hanover. The power, of course, was a red Alco on each train.

The banquet Friday evening was hardly a gala affair. NJ Transit's Executive Director Jerome Premo made some brief remarks before dinner, and that pretty well summed up any formal "program." The food was marginal for the rather high price.

The final fling

Saturday, July 30, was hot and sunny, and 765 put on a superb show working north and west on NJ Transit's ex-Erie

Conrail and the 765

by Richard P. Melvin

OPERATIONS OFFICER, FT. WAYNE RAILROAD HISTORICAL SOCIETY

During our recent operations with the 765 on Conrail for the "Friendship Festival" in Buffalo and the NRHS convention in New Jersey, I met many railfans that had an attitude of hostility regarding Conrail. This attitude was so pervasive that almost everything we did was interpreted by them to be some type of a restriction slapped on us by Conrail, when just the opposite is true.

A perfect example of this occurred during our deadhead move from Buffalo to New Jersey. We had a major problem with bad coal out of Buffalo. The coal had impurities in it that caused it to "soft clinker," a problem I wouldn't wish on anybody! We had to lay up overnight in Binghamton in order to deal with it. Most of our crew worked around the clock in Binghamton to burn out the old fire and lay in a new one. Jack Kithcart, Conrail's assistant general manager on the Southern Tier was able—on very short notice—to supply us with an air compressor which we desperately needed to complete the work. When the time came to move east, our crew was very tired. I asked Jack if he would allow us to tuck in behind the diesels on freight ELOI and get to Oak Island that way, thus relieving us from operational responsibilities with a tired crew. His answer was an immediate "yes," and we were on our way. Upon arrival in New Jersey, some fans thought that Conrail had made us go east in the freight because they didn't want us running under our own power, when in fact we had *requested* to go east in the freight.

I know there are some hard feelings among the railfan community regarding the 1361's non-appearance at the convention. I don't know all the particulars behind this situation, but I do know that many railfans have chosen to focus their attention on this one negative item and have been unable to see the positive things that Conrail has done. Conrail, like CSX, does not have a dedicated staff to plan and operate these special trains. Yet, they have chosen to approve and operate over 40 special excursions this year, many of them with steam. The hours of work and preparation that go into planning all these trips must be handled by a small staff that already has enough work to do. Bill Wulfhorst and Frank Blumenstein in Philadelphia did a wonderful job of planning the logistics of the 765's trips—a job that so far has gone unappreciated by most railfans.

I know it sounds like I'm beating the drum for Conrail, but that's not my intended purpose here. I'm simply trying to convey the idea that the railroads, whether it's Conrail, CSX, NS, UP or whoever, are in the business of moving freight, not running steam excursions. When they approve the operation of a steam trip, they do so knowing that there will be disruptions to their regular freight schedules, disruptions to their personnel schedules and other unexpected problems that can cause delays to the regular business that pays the bills. Yes, the railroads make a profit running these excursions, but the amount is "pocket change" when viewed in perspective. To the outsider looking in, the operation of one of these special trains may seem like a simple task, when in reality there are hundreds of man-hours involved for each and every trip.

As an independent operator of a main line steam locomotive, we have come to understand that when the answer is "No." there is a good reason for it. Our proposal to Conrail *for our own trip* from Fort Wayne to Indianapolis was not approved, but there were several legitimate operating reasons for the denial. Instead of complaining about it, we are working to solve the specific problems that the route analysis revealed, and we will try to run that trip next year.

Railfans who have criticized Conrail for their supposed misdeeds should look objectively at what Conrail has done this year. Andy Muller will be operating steam trips on Conrail with the 425, 2102 and his beautiful E8s. We operated the 765 out of Buffalo for three days and ran three of the six NRHS convention trips. We will be running two more Conrail trips out of Orrville, Ohio, on September 24-25, going to Pittsburgh and Columbus. We have been given the "Red Carpet Treatment" everywhere we have traveled on Conrail, and their overall attitude is one of enthusiastic cooperation.

The "Prime Directive" from Conrail headquarters regarding these special trains has been to instruct everyone involved to do everything possible to make sure that the trips reflect positively on Conrail's operations. I have viewed most of those operations from the right hand seat of the 765, so I can tell you first-hand that Conrail has done a magnificent job of handling the trains we have operated so far this year.

It's easy to complain when things go wrong, but the mark of a truly dedicated fan is to give credit where credit is due when things go right. In my opinion, Conrail deserves a lot of credit for operating the 40-odd trips that will run, not condemned for one or two trips which did not.

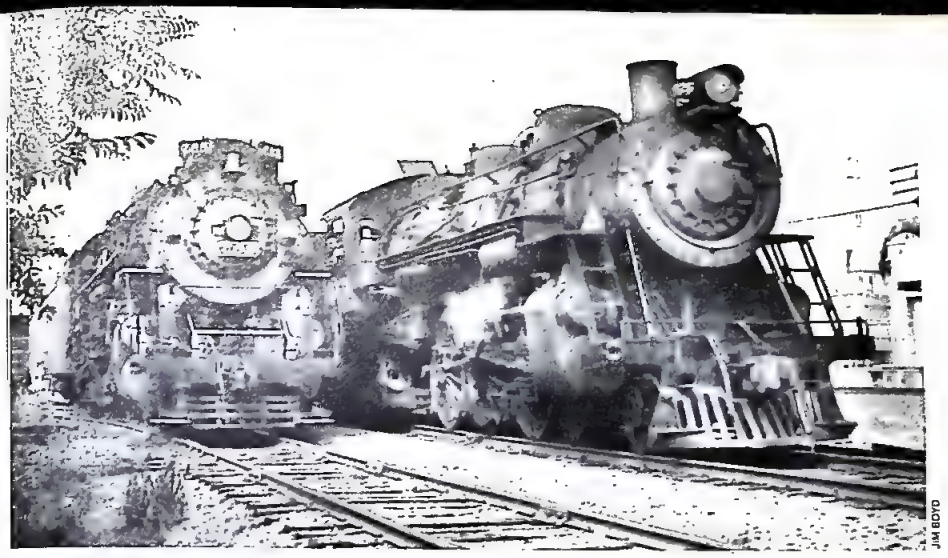
main line to Port Jervis, N.Y. A photo runby was held at Arden, to the delight of the riders. After a modest layover at Port Jervis, the passenger train was expedited back to Hoboken behind the M&E's three red Alcos (two C430s and a C424). The 765 was serviced and deadheaded back to Hoboken behind an NJ Transit GP40P, being laboriously turned on the tight wye at Campbell Hall.

Somehow, they managed to take nearly all night to get the 765 and coaches back together again west of Hoboken. The stage for Sunday's disaster was set sometime in the middle of the night when a Conrail dispatcher asked the 765 crew if the engine needed to be serviced at Cranford. With a nearly full load of coal and water remaining from the deadhead move, the answer was "no." No one asked the next question, however: "Does the *train* need to be serviced at Cranford?" That answer would have been an emphatic "yes," for the spray-cooled air conditioning units all needed water. As a result, the train was highballed right past the Cranford servicing point (on the old CNJ) and moved directly (via the old LV) into the station at Bound Brook for loading. There was no water for either the locomotive or train at Bound Brook, and the air condition units on the train began to fail (all had been working properly when the train had arrived in New Jersey).

The Sunday trip, the final move of the convention, was a run over the old Lehigh Valley main line to Allentown and west on the old Reading to Harrisburg. For passengers returning to points west, the train was scheduled to make an easy connection with Amtrak's westbound *Broadway Limited* at Harrisburg. Servicing of the engine would be handled on the Blue Mountain & Reading in each direction. With a 148-mile one way run to Harrisburg and a 40 m.p.h. speed limit, it would be a long trip but a workable one.

Delays getting loaded and arranging for an emergency water stop caused an hour-late departure from Bound Brook, and another hour was consumed just west of there as two fire pumpers put 7000 gallons of water into the tenders—though there was still no water for the air conditioners. Once on the move, the 765 romped smartly toward Reading. Anticipating the worst, a tally was made of the passengers needing to make the *Broadway* connection at Harrisburg. Among the "Harrisburg 21" were editors J. David Ingles of *Trains* and Mike Schafer of *Passenger Train Journal.*

As the train neared the BM&R's Temple yard outside Reading, Trip Director Pete Hassler was coming to grips with a very tough decision. Based on the experience the previous weekend, the 765 crew estimated that it would take at



JIM BOYD

BERKSHIRE 765 paused alongside BM&R 4-6-2 425 at Temple, Pa., on the July 31 trip to Harrisburg. Because of delays, Trip Director Pete Hassler (below right) wisely had the 765's train turn back at Reading and not go on to Harrisburg.

JIM BOYD

MIKE DEL VECCHIO

TRAINS **EDITOR** J. David Ingles was one of the 21 passengers who were taken to Harrisburg from Temple by taxicab to make their Amtrak *Broadway Limited* connection.

least three hours to get the train onto the BM&R, cut off the 765, service it with coal and water and get back on the road. With the running time to Harrisburg, the connection with the *Broadway* would be a very close one—and the trip would be only half over! Other problems had also arisen; in addition to the air conditioning water situation, a serious miscalculation had resulted in only about half enough box lunches being loaded on board. Pete called Conrail to get permission to abort the trip at Reading and return directly to New Jersey.

At no time was it ever considered to "abandon" the Harrisburg Amtrak passengers at Reading. Numerous operators were contacted, but in the middle of a Sunday afternoon it was impossible to get a bus for a run to Harrisburg. As a result, Pete dug into his personal "mad money" and forked over $500 cash to pay in advance for five taxicabs to Harrisburg for the 21 passengers. As the editor of *Trains* stepped up for his taxi, the question was raised, "J. David *who* wants to ride the cab?"

It was nearly 5:00 in the evening when the train left the BM&R and headed out to Lebanon Valley Junction to turn around and return home.

The cars finally got a watering at a stop in Emmaus (pronounced a-MAY-us). During the pause, Liz Stephens of the 765 crew asked, "Where are we?"

"Emmaus."

In an imitation Southern drawl, she replied, "I know we're in a mess, I just wanna know where we are."

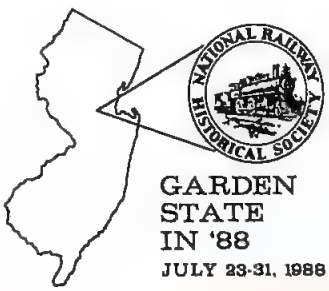
The day was cooling off nicely, and the 765 put on a magnificent show covering the old Reading, passing Allentown at track speed, crossing the Lehigh River at dusk and assaulting the long grade to Pattenburg Tunnel with a roaring exhaust and a plume of smoke laying all the way back to the sunset. The passengers who had to be at work Monday morning appreciated the 9:30 p.m. arrival back in Bound Brook. The "Readingburg" trip and the NRHS 1988 convention were now history.

Aftermath

The Tri-State Chapter would do things differently if they had to host a national convention again. It's a shame that such an intense learning experience is over before the lessons can be put to practical use. If the convention had a downfall, it was an overly ambitious schedule and more than one trip scheduled on any given day. The trips competed with each other and made the cancellations necessary when it became obvious that they would lose more money than the other trips would make. Getting the club involved in the hotel reservations was also a mistake.

In spite of the problems, the officers and members gave it their best shot, and there were some truly heroic efforts made. The same faces who were at the registration desk and "war room" at noon could be found at 4:00 a.m. toting box lunches out to the coaches and trash bags of garbage away in pickup trucks. Veteran railroader Ben Friedland made his Morristown & Erie engines and NJ Transit-qualified crew available for the overnight equipment moves and daytime fantrips. The convention wouldn't have worked without him.

Of course, that crew had its lighter moments, too. On the Saturday Port Jervis trip, the three M&E Alcos were following the 765 and train up the Erie main line, staying a "positive block" behind to permit the photo runby. As they were approaching the end of double track at Sloatsburg, Conrail's westbound freight OIBU was waiting on the eastbound main. As the big red Alcos pulled up the westbound main alongside the big blue EMDs, Ben stopped the units with the cab windows perfectly aligned. Conductor Steve Kaye leaned over toward the Conrail engineer and asked in an aristocratic voice, "Pardon me, do you have any Grey Poupon?"



GARDEN STATE IN '88
JULY 23-31, 1988

SANDY BURTON

The Magma Arizona is a copper railroad no more.

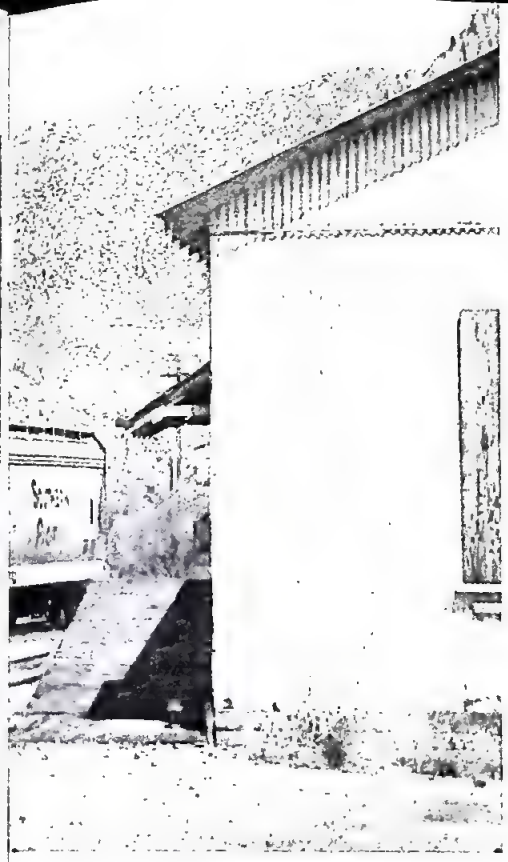
Magma on Monday

by Sandy Burton

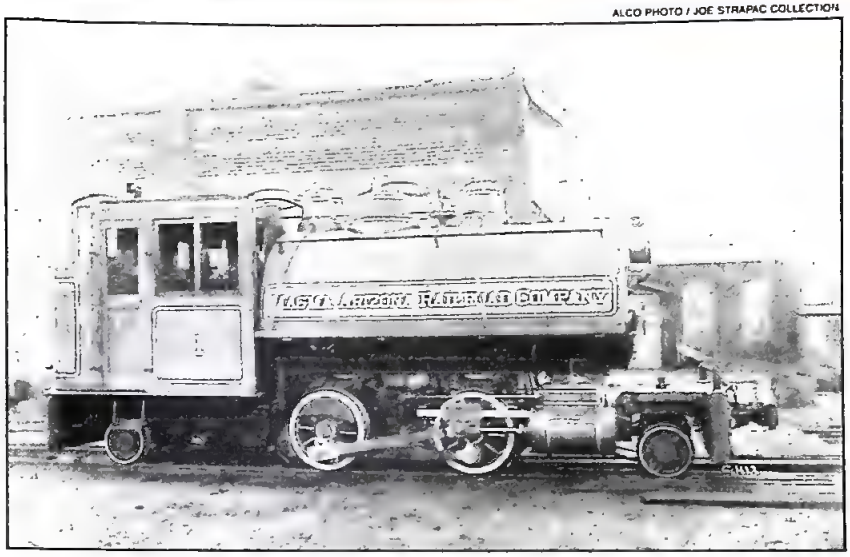
In the 1960s, the Magma Arizona Railroad Company was a mecca for railfans because it continued to use steam until 1968, making it one of the last hold-outs from dieselization. Today, the 28-mile-long Magma is once again in the forefront as a railfan attraction because it is still using the same three second-hand Baldwins that ousted steam 20 years ago.

The story of the Magma Arizona Railroad has its beginnings in the silver rush of eastern Arizona in the latter part of the 19th Century. As the silver mines played out, the area's rich copper deposits began to be developed as the

SANDY BURTON



ALCO PHOTO / JOE STRAPAC COLLECTION



THE MAGMA ARIZONA was built as a three-foot narrow gauge line, and its initial motive power was Alco-Cooke 2-4-2T No.1, shown in its January 1915 builders photo. When the line was rebuilt to standard gauge in 1922, the first locomotive to arrive was ex-A&NM 2-6-0 26, which became MARR No.6, shown (below) working the copper mill at Superior on April 17, 1959. On the previous day (bottom), caboose 101 was on No.5's train at Desert Wells. A spartanized water tank remains today at Magma Junction (opposite bottom), where S12 No.9 was working on February 29, 1988. Colorful S8 No.8 (left) was at the Superior depot on April 15, 1988.

TWO PHOTOS STAN KISTLER

value of copper increased as a result of the electrical revolution. In 1910, William Boyce Thompson acquired the Silver Queen Mine and formed the Magma Copper Company. The shafts of the former silver mine were deepened, and soon significant quantities of copper were being produced. Ore and concentrates were 20-mule-teamed to Florence for shipment by rail to the smelter at Hayden. The high cost of wagon transport plus the increasing volume dictated a more efficient form of transportation. In 1914 the Magma Arizona Railroad Company was incorporated by the parent Magma Copper Company, and construction began on a three-foot narrow gauge line 30+ miles from Superior to the Arizona Eastern R.R. west of Florence. Construction was completed in the spring of 1915. Initial motive power was a 2-4-2T Alco saddle tanker, with a duplicate locomotive arriving in August. A third 2-4-2 (without saddle tank) was on the property by year-end, and the last narrow gauge locomotive, another 2-4-2, was built in 1917.

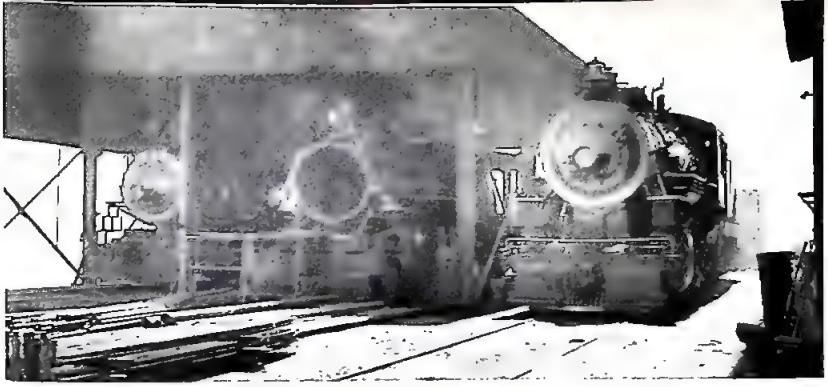
In 1922, as part of a general expansion program of the Magma Copper Company's facility at Superior, which included building its own smelter there (in addition to the concentrator which dated to 1914), the railroad was rebuilt to standard gauge, in part over a new and slightly shorter right-of-way. An oil-fired 2-8-0 was ordered from Alco, but the first standard gauge locomotive on

ROBERT L. HOGAN

THE FIREMAN on No.5 was sanding the flues (below) as he crossed Queen Creek eastbound on April 16, 1959. Steam had only another week of service on the Magma Arizona when Bob Hogan caught No.5 eastbound on a trestle (above) on August 27, 1968. Baldwin diesel No.8 arrived and steam made its last revenue run on September 3, 1968. No.5 steams today in Galveston, Texas.

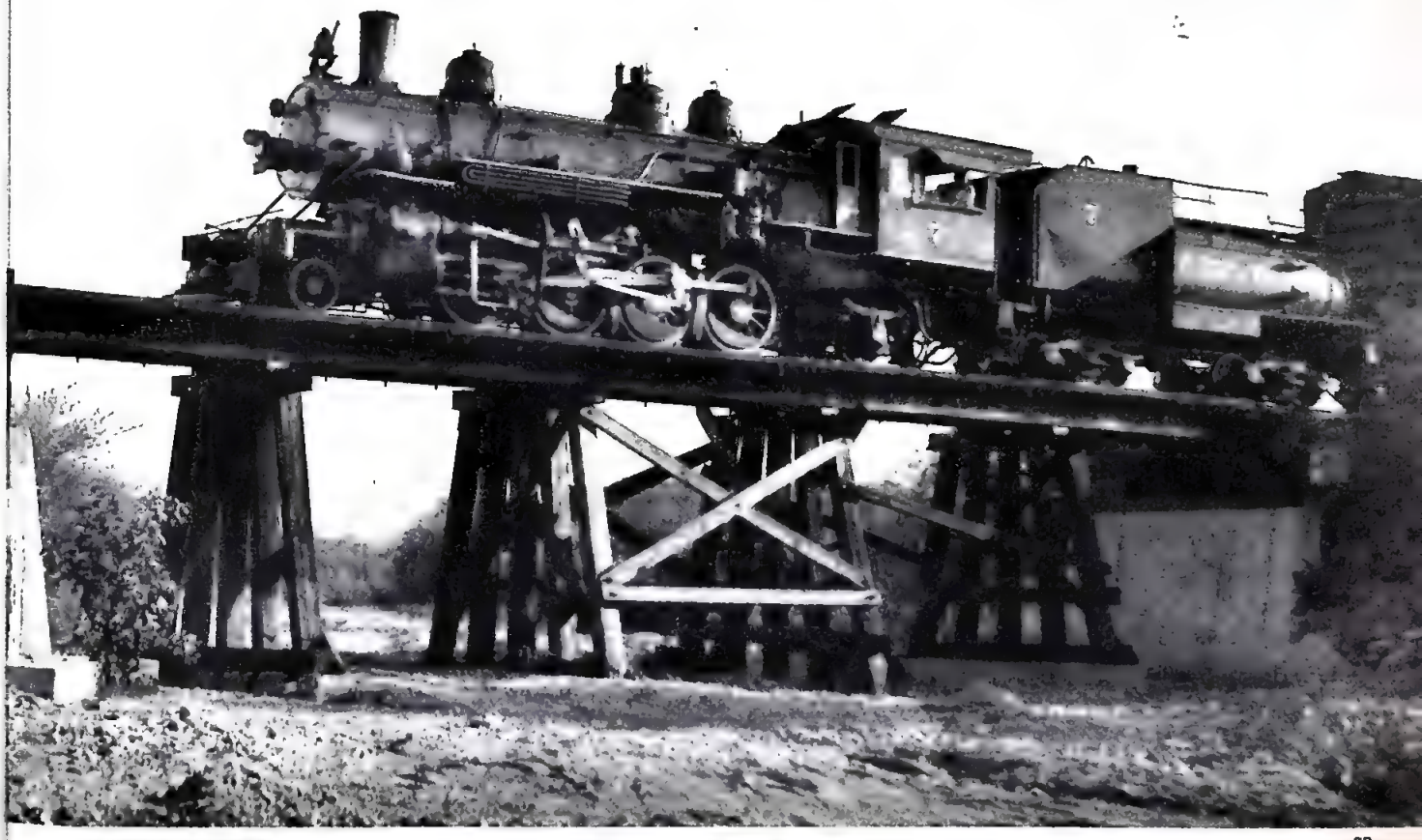
the property was Baldwin 2-6-0 No.6, purchased from the Arizona & New Mexico Railway (which had just been absorbed by the El Paso & Southwestern). These two locomotives were kept busy for three decades bringing in empties and loads of mining supplies (shaft timbers, for instance), hauling out loads of processed copper and shuffling cars around the smelter and concentrator trackage that included 3½% grades and two switchbacks. Though the Great Depression cooled what boom there was, the railroad operated in reasonable health running generally two days per week. A third steamer, 2-8-2 No.30 of the Tremont & Gulf Railway in Louisiana, was added to the roster as Magma Arizona No.7 on March 23, 1954.

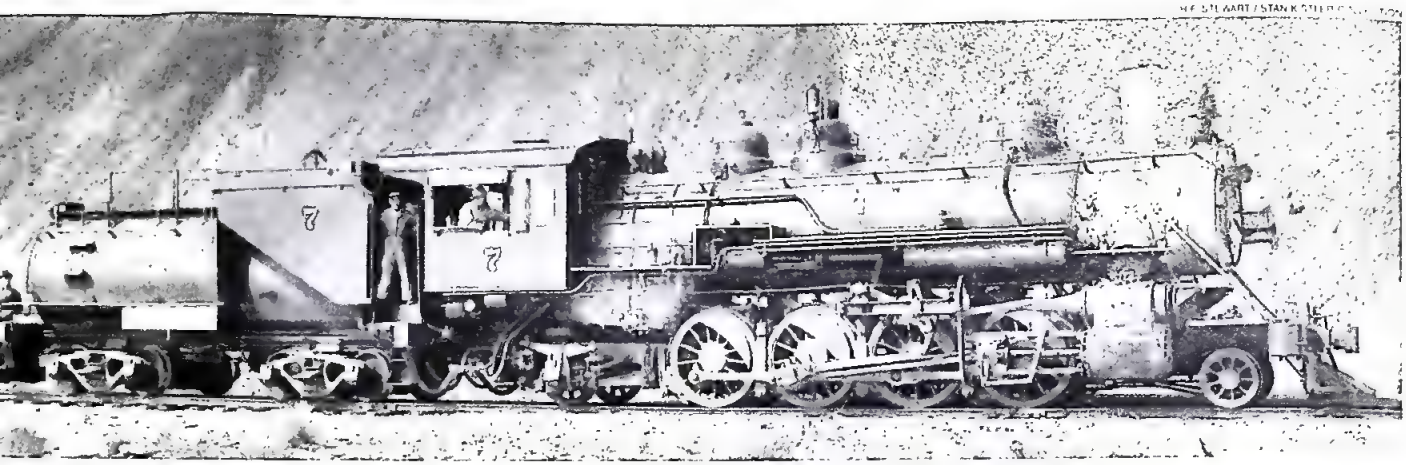
Steam was retained on the Magma Arizona because the dwindling copper ore reserves at Superior made an investment in diesels a questionable move. Around 1965, however, a massive new deposit was opened up, and the future looked bright for the smelter and the railroad. Now diesel power could be justified. The arrival in 1968 of Baldwin S8 diesel switcher No.8 from the Medford Corporation's Oregon lumbering operations spelled the end for the steamers. The last revenue run under steam was made by No.5 on September 3, 1968. The Baldwin diesel made its first revenue trip to the SP interchange two days



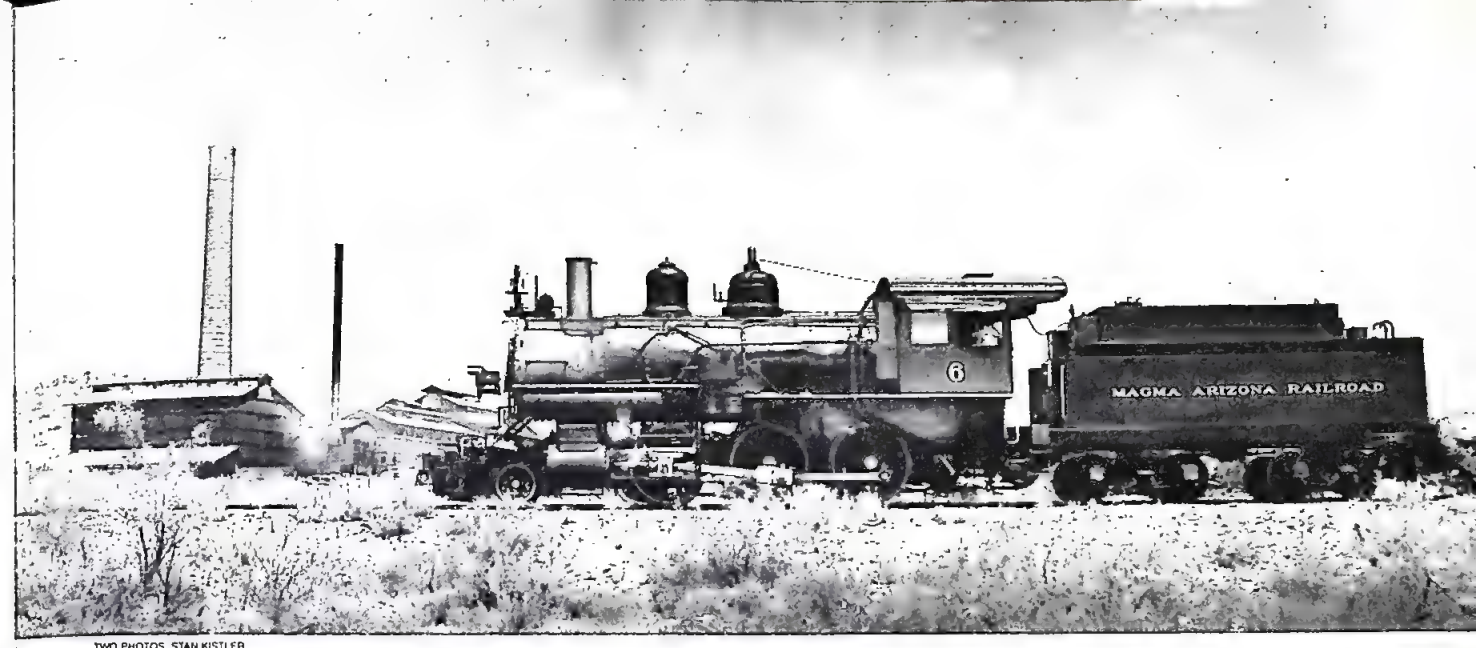
ALL THREE STEAM LOCOMOTIVES were in the Superior shop (top) on April 16, 1959. Caboose 101, shown at the Superior depot in November 1960, was acquired in 1948 from the EJ&E. Also in November 1960, Mikado No.7 (below) was westbound over one of the line's numerous trestles. For photos of No.7 today, see the May 1984 R&R.

FOUR PHOTOS: STAN KISTLER





MIKADO NO.7 was working in front of the slag dump at the Superior copper mill on March 7, 1957. Amid the desert scenery typical of the Magma Arizona, 2-8-0 No.5 had her train eastbound near Queen (**below**) on April 16, 1959. The following day, 2-6-0 No.6 was working as the copper mill switcher at Superior (**right**). All three of the Magma Arizona's steam locomotives were oil burners.



TWO PHOTOS STAN KISTLER

later. In 1969 the Magma added two more Baldwins, S12 switcher No.9 and DRS6-6-1500 No.10, both from the McCloud River Railroad. Those three Baldwins still make up the entire Magma Arizona locomotive roster in 1988.

Today, each of the Magma units wears a different livery, and each is a distinctive piece of machinery. The big road switcher, No.10 (McCloud No.29), was relettered but not repainted and still carries McCloud River's old colors of light gray with red trim. The two switchers initially wore a canary yellow "dip job" scheme, which is still seen on No.9. That unit (McCloud No.31) is unique in being a "seven stack" Baldwin. A six-cylinder turbocharged S12, No.9 apparently acquired a secondhand hood segment from an S8 sometime during its life on the McCloud River, for in addition to its fully-functioning turbo stack it sports six "dummy" stacks further forward atop the hood. The folks on the Magma say it was that way when it arrived in Arizona.

As switchers go, however, the ex-Medford No.8 (its original number) is in a class by itself. An S8 packing a non-turbocharged six-cylinder engine, No.8 is a classic "church organ" Baldwin, with six stacks topped off with spark arrestors. Its most distinctive feature, however, is a set of dynamic brakes encased in a box in front of the cab. Medford No.8 was the only Baldwin switcher built with dynamic brakes. In 1982 No.8 was given a bright new paint scheme of white with handsome yellow striping and black lettering.

Incidentally, the three Magma Arizona steam locomotives are also survivors, and two are in serviceable condition. The 2-6-0 No.6 was sold for display in Scottsdale, while the other two went into tourist service. Consolidation No.5 went initially to the Oregon, Pacific & Eastern in Cottage Grove, Oregon, where it hauled passengers and did some movie work ("Emperor of the North") before being sold to the Moody Foundation in Galveston, Texas. Today No.5 (renumbered 555) steams occasionally for The Center for Transportation & Commerce museum on the trackage of the Galveston Wharves Railroad. The ex-Tremont & Gulf Mikado sees considerably more use as No.400 on the Texas State Railroad—and it, too, has been a movie star ("The Long Summer of George Adams").

Farewell to copper

Prosperity lasted at Superior for only a little over a decade. By 1980 the mine was having labor problems and some recurring episodes of fire and gaseous conditions. Economic problems caused by low copper prices in 1981 and 1982 resulted in a gradual reduction in work-

Magma Arizona Railroad ALL-TIME LOCOMOTIVE ROSTER

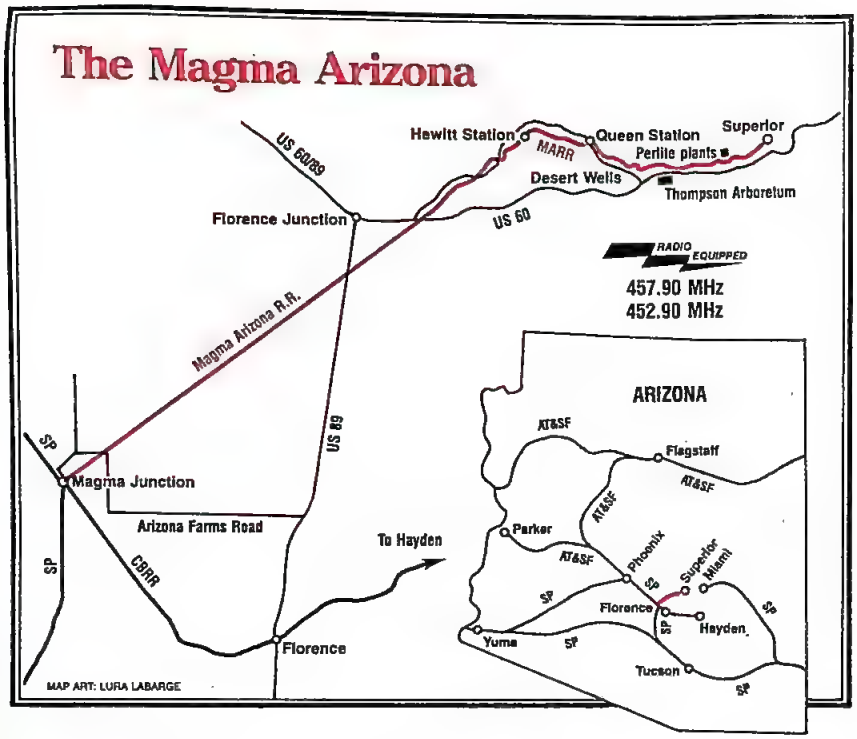
Roster compiled by Jim Boyd from various sources.

36-inch Narrow Gauge

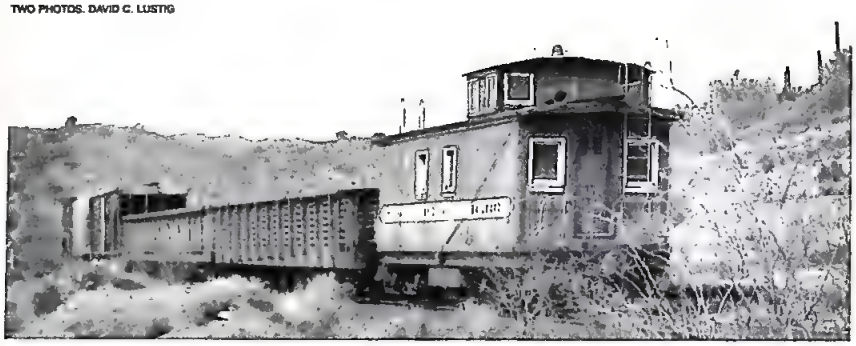
No.	Type	Builder	Date	B/N	Notes
1	2-4-2T	Alco	1915	?	Bought new, sold 1924.
2	2-4-2T	Alco	1915	?	Bought new.
3	2-4-2	Alco	1915	?	Bought new.
4	2-4-2	Alco	1917	?	Bought new.

Standard Gauge

5	2-8-0	Alco	10/22	63549	Bought new. Sold to Oregon, Pacific & Eastern; resold Moody Foundation of Galveston, Texas; serviceable as No.555.
6	2-6-0	Baldwin	10/07	5528	Acquired 12/22; ex-Arizona & New Mexico 26; sold for display at Scottsdale, Ariz.
7	2-8-2	Baldwin	11/17	46491	Acquired 3/23/54; ex-Tremont & Gulf 30; sold 6/10/67 to Pan American Engineering, resold in 1974 to Texas State Railroad; in service as No.400.
8	S8	BLH	3/52	75481	Ex-Medford No.8; acquired 1968; in service.
9	S12	BLH	10/53	75913	Ex-McCloud River 31; acquired 1969; in service.
10	DRS6-6-1500	Baldwin	7/50	74812	Ex-McCloud River 29; acquired 1969; stored serviceable.



TWO PHOTOS. DAVID C. LUSTIG



DRS6-6-1500 No.10 was working the road job toward Magma Junction on March 20, 1975, with twelve cars and caboose 101 (note the caboose's back-up air horn).

ing hours and a hiring freeze. Every effort was made to avoid layoffs, but as losses continued to grow the company found it necessary to discontinue operations in August 1982 and place the mine on "stand by" with 60 employees on maintenance assignments. As many employees as possible were transferred to the San Manuel Division some 60 miles to the south. The Superior property continued on the stand-by status at a high cost to the company until the mine was flooded in 1986.

Today the Magma Arizona Railroad is a struggling once-a-week operation (Mondays) trying to make ends meet on the outbound loads from two perlite plants at Superior. Perlite is a lightweight aggregate made from volcanic "glass" for use in plaster, mortar and concrete, where weight is a concern. It is also used in agriculture. The two plants ship the grayish powder to numerous customers throughout the U.S. from Pennsylvania to California.

In addition to the regular Monday trip to the SP interchange, occasionally another run is made on Wednesday or Thursday to obtain empty cars. Switching at the two perlite plants, which sit astride the tracks about two miles west of the Superior "depot," is handled on the days of the runs to Magma Junction.

One of the Baldwin switchers is used for the weekly run to Magma Junction, with a typical train being ten to 14 cars. The two switchers are rotated on this assignment while the six-wheel-trucked DRS6-6-1500 suns itself in "semi-retirement" at the railroad's open air shop on the mine property. A bit of a leaker and in need of an overhaul, the big No.10 has not handled a road job since 1985, although it is fired up and

KODACHROMES SANDY BURTON

exercised occasionally. Although the switchers are quite serviceable, they both have the nagging maintenance problems which one would expect of units of their age and heritage.

Railfanning the Magma

It was a beautifully warm day in late February 1988 when I first visited the Magma. The crew had gone on duty a 7:00 a.m. as usual for a Monday, and I found No.9 on the point of a ten-car train waiting by the Superior depot for the conductor to finish his paperwork in the office of the classic wooden freight

ROAD SWITCHER 10 was idle at the Superior shop in April 1988. In February, S12 No.9 (top) was switching by the Nord Sil-Flo perlite plant. A tree provides a bit of "scenery" at the Route 60 crossing (below) as No.9 works westward toward Magma Junction.

KODACHROMES SANDY BURTON

WITH ONE STACK for each cylinder, you can watch the individual exhausts (top) on the non-turbocharged No.8. Only the turbo stack is "real" on No.9, as evidenced by the exhaust plume (above). The colorful No.8 was eastbound (below) in April 1988.

house. It was nearing 10:00 when the engineer notched out the yellow S12 for the two-hour trip to Magma Junction.

Chasing the train through the hilly desert country is easy for about two-thirds of the trip. U.S. Route 60 parallels the tracks, more or less, for the first three or four miles before the railroad veers north to follow Queen Creek. Just west of the Boyce Thompson Arboretum a dirt road leaves Route 60 to the north and follows the tracks quite closely until they again loop back and cross Route 60 near Florence Junction. There is a trestle of note at Queen Val-

where the line crosses Queen Creek, but the numerous other trestles that were part of the original construction have been replaced by culverts. Otherwise, it is a trip through the cactus countryside with no single spot being a photographic standout. However, the desert country has a charm all its own, and there are many places to capture it as the train rolls along at a leisurely pace. In April and May when the cactus are in bloom it is truly spectacular.

After crossing Route 60 the tracks go "cross-lots" until they cross U.S. Route 89 about two miles south of Florence Junction. Despite the railroad's shorter distance it is easy to beat the train from one grade crossing to the other. There are places to park off of the highway at each grade crossing, and each has a rare tree to work into your photographs. After crossing Route 89, the tracks enter U.S. Government land. You can catch up with the train again by taking Arizona Farms Road west from Route 89, about eight miles south of the grade crossing, and then, after about four miles, jogging north at Queen Creek Road. This road will cross the tracks within sight of Magma Junction, which can be reached by a dirt road off of Queen Creek Road almost a mile beyond the grade crossing.

At the Junction the crew sets out its loads for the SP local to collect when it comes through in the middle of the night. They then run around the wye, do any needed switching to set up their train and return east without much fuss or bother. A water tank still stands in the middle of the wye. An undersized metal tank has replaced the original wooden one, but the massive wooden base still remains. This junction is also the interchange point between the SP and the Copper Basin Railroad (see February 1988 R&R). The CBRR normally runs their "local" to the Junction at night to meet the SP, although the weekend trip was being made during the day on Sunday rather than on Saturday night in the spring of 1988.

On the return trip to Superior the Magma crew will switch the Nord Sil-Flo plant on the north side of the tracks, which has a trailing switch eastbound. They then run down to Superior, wye the engine, pick up the cars for the Harborlite Perlite Company plant, and head back west to the point where they were a few minutes before. Harborlite's switch is trailing westbound. Once all the cars are spotted at the Harborlite plant, they return—cab first this time—back to the depot. Any outbound cars are pushed on this move with the engine at the back of the train. Once the paperwork is brought up to date, the engine is put away, ending the show for another week.

It is unlikely that the Magma will ever haul copper again, since the pumps were shut down and the deep copper mines at Superior were allowed to flood. However, while the long-term future certainly is not secure, the near-term prospects are good, as the perlite traffic has been steady and shown some recent growth.

And for the railfan who wants to see a real working Baldwin, a good, predictable Monday sure beats operation "as needed" when it comes to traveling out to a desert railroad.

SANDY BURTON

BALDWIN SWITCHER No.8 was spotting cars at the Harborlite Perlite plant on April 25, 1988. The Nord Sil-Flo plant on page 67 is right across the main line from here.

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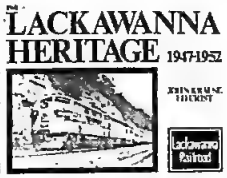

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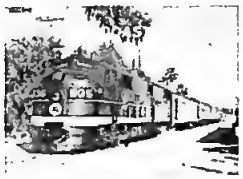

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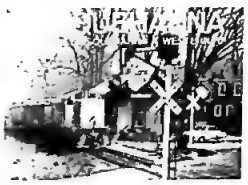

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NRHS Night Life

There were four night photo sessions conducted at the "Garden State in '88" NRHS convention. Rain could not dampen the Morristown & Erie event (top) on Tuesday, July 26, featuring C430 17—the nearly 80 participants took turns setting up under the depot roof. On Thursday, July 28, the second session on the NYS&W at Little Ferry (below) featured F45 3636, wreck-damaged Dash 8-40B 4006 and ex-Guilford D&H GP39-2 389. When NKP 2-8-4 765 was late getting back from the Port Jervis trip on Saturday, July 30, the scheduled session at Cranford was moved to nearby Kenilworth and the NYS&W's Rahway Valley shop (bottom) where SW9 120 and RVRR 70-tonner 17 were on hand under a rising full moon.

KODACHROME DAVID MORGAN LIGHTING JIM BOYD KERMIT GEARY JR FRED JONES

KODACHROME KERMIT GEARY JR / LIGHTING STEVE BARRY BRUCE KELLY FRED JONES MIKE DEL VECCHIO

KODACHROME MIKE DEL VECCHIO AND STEVE TURKENKOPF

BERKSHIRE 765 was not available for either of its two scheduled night sessions, but Mike Del Vecchio and Steve Turkenkopf nailed it at 4:00 a.m. on Monday, August 1, being serviced at Cranford after the final excursion of the convention.

ARTWORK TED ROSE

Road Show

The remark of fireman J.H. "Hutch" Parker, aboard lead engine 6473, went unheard in the onslaught of shattering exhausts as Pennsylvania Railroad's J-1 2-10-4s got a grip on 10,000 tons of export coal. Columbus, Ohio, in the summer of 1956 was hot.

Having turned around to catch the show put on by the road engine, he'd shouted something rare regarding the prowess of 6482's engineer. No matter. Sweaty, gangling, big-handed fireman Al Tatnall, who couldn't lip-read anyway, would have his fire back shortly. Pressure was still way up, and he knew Hutch would be back to his own business in a moment.

Even this late in the day it was hot, and the oncoming dark would offer scant relief. But a humid 86° outside was sure better than the torrid 100+ in the cab. And north of town, with the helper cut off, Al and engineman H.R. Catlett would have all those loaded hoppers moving north to Sandusky at an easy 45, taking the breeze, hot as it was.

Right then, Al was glad they hadn't pulled a drawbar, as he felt Harry ease the big engine back into stride. The slip had surprised both of them—probably a dip in the rail. But with the effort of both J-1s, straining, exerting some 200,000 pounds of tractive force, the show was on the road again—TED ROSE.

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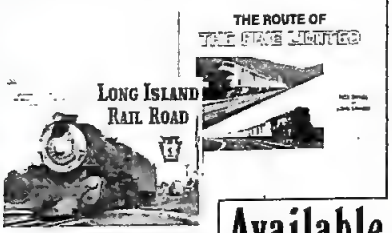

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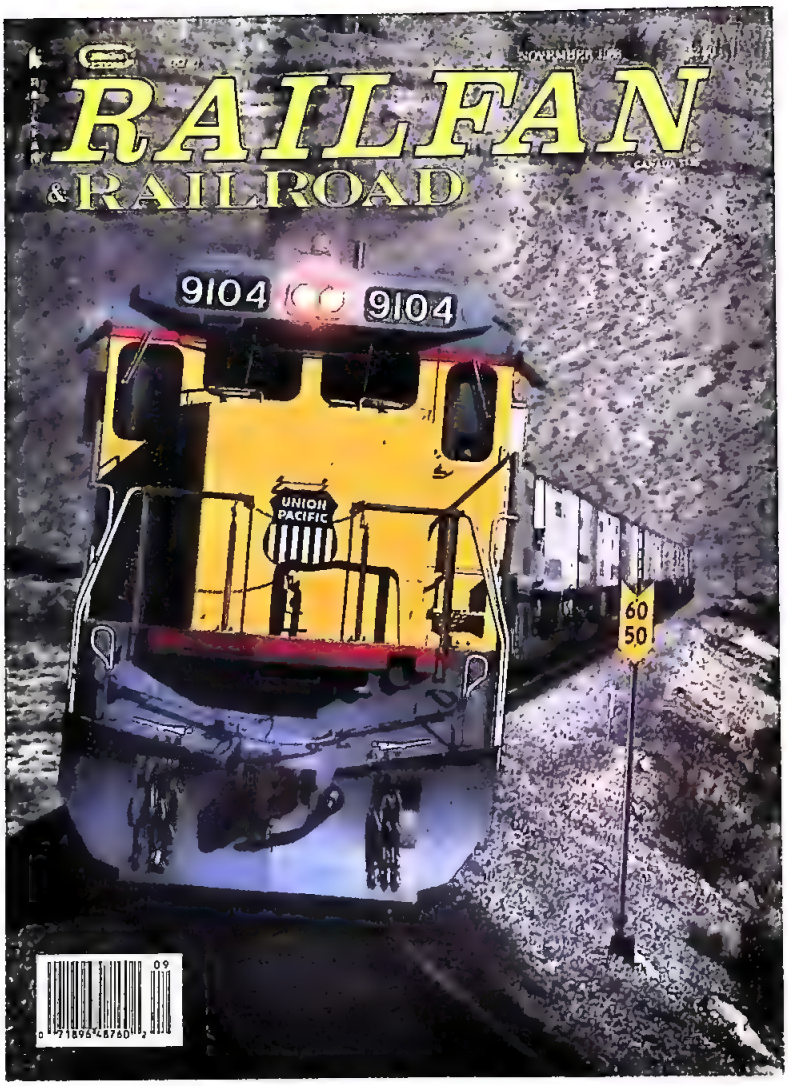

MARK WAYMAN won Second Place in our Cover One contest with this shot of three new DASH 8-40Cs on UP's NPLAZ at East Garnet, Nevada on January 14, 1988.

Cover One Winners

You saw the First Place winner of our first Cover One contest when you picked up this issue. Of the over 400 transparencies and prints entered, this 4"×5" was an immediate stand-out. Ken Kraemer of Tonawanda, N.Y., created the impressive night shot of the Cuyahoga Valley Line's ex-GTW USRA Light Mikado 4070 in September 1983 at South Dayton, N.Y., when it was on the New York & Lake Erie for the filming of the movie "The Natural," starring Robert Redford. Though it doesn't show in the photo, the Mike wore a big CB&Q herald on its tender for the movie.

The "Cover One" Contest was announced in our April 1988 issue, and the rules were simple. The object was to send a color photo (slide or print) that would make an attractive "full bleed" R&R cover; the MARKERS write-up in that issue spelled out our parameters pretty well. A First Prize of $200 was offered, along with $100 for Second Place and $50 each for four runners-up. We deviated from that in only one way. We selected nine runners-up, and each will receive the $50 prize (the nine are reproduced as miniature covers on page 81). And, as promised, all the winners will receive the 11"×14" color prints of their photos that were displayed at the NRHS "Garden State in '88" National Convention in late July in Somerset, New Jersey.

The contest was judged by the R&R editorial staff, and selecting the finalists was a difficult task. We could easily have come up with at least 20 more "winners," and many excellent photos were eliminated because

they did not perfectly fit the cover format while leaving room for the title block. In many cases, had these been covers that tied in to feature material, we could have "adjusted" the cover with artwork to make them fit, but that was not a part of the contest.

The Second Place photo, shown here, is an awesome telephoto image of three brand new Union Pacific Dash 8-40Cs on piggybacker NPLAZ at Milepost 358 of the Caliente Sub at East Garnet, Nevada, on the old Los Angeles & Salt Lake taken by Mark Wayman of Las Vegas, Nevada, on January 14, 1988. As Bob Hart, Jr., of Summit, N.J., also demonstrated with his runner-up of a Conrail SD40-2 kicking up the snow on Horseshoe Curve on January 19, 1985, telephotos, chopnose diesels and mountains make natural cover subjects. Bob's photo is shown with the other runners-up on page 81.

The other runners-up, listed in no particular order, are as follows: Dave Corbitt of Parkersburg, W.Va., caught Ross Rowland's C&O 4-8-4 614 on an fantrip on the C&O near Barboursville, W.Va., in 1981. Casey Cavanaugh of Newark, California, came up with the "oldest" winner in his view of a New Haven electric on Train 141 southbound between Redding and Branchville, Connecticut, on a Saturday morning in December 1959. Steve Brown of Bensenville, Ill., probably traveled the farthest to get his shot of the Alaska Railroad F-unit. Dan Poitras of Richfield, Minn., got a nice fall-color view of ex-Northern Pacific 4-6-0 328 at St. Paul on October 3, 1982. One of the more unusual images is the Beaufort & Morehead 80-ton Whitcomb on the drawbridge at Beaufort, N.C., on March 8, 1988, captured by Bruce H. Baker, Jr., of Greenville, N.C. A black GG1 winning in the cover contest? Sure enough; with scenery like the "Port Road" along the Susquehanna River at Conowingo Dam, Md., three black GG1s look just fine on Conrail's Cleveland-Edge Moor symbol CE-4 on July 27, 1977, in this view by Bruce Van Sant of Oceanside, N.Y. And a smaller railroad but more snow made a memorable cover for John E. Shaw, Jr., of Antioch, Cal., with Lamoille Valley RS3 7803 at Joe's Pond, Vermont, on March 22, 1988. And last but not least, Max Wallace of Jacksonville, Florida, took advantage of a Jim Boyd group night photo session on November 13, 1987, to come up with a powerful angle on Norfolk & Western's 2-6-6-4 1218 in the Southern yard in Jacksonville.

So there you have the results of our first Cover One Contest. First? Yep; don't take this as a formal announcement, but we'll undoubtedly do this again. It was a lot of fun.

Because of space considerations, we've opted to run the WE'D LIKE YOU TO MEET... entries on First and Second Prize winners Ken Kraemer and Mark Wayman here in MARKERS, as follows.

Ken Kraemer

Ken Kraemer, whose night shot of ex-GTW 2-8-2 4070 won First Place in our Cover One photo contest, should be a familiar name to R&R readers, as he has been a steady contributor since the mid-1970s. In the Fall 1986 RAILFAN, Ken reported on the Niagara Junction Railway, not far from his hometown of Tonawanda, New York. Born in 1942, he spent the summers during his high school years in the late '50s photographing the last of Canadian Pacific and Canadian National steam. As if to make up for the loss of steam

locomotives, he joined the Navy and spent three years operating the boilers on a destroyer. Then came State University College at Buffalo, where he graduated with a B.A. in Humanities, and eventually a wife and children.

Judging by Ken's winning Cover One photo, he still favors steam power, as was noted in WE'D LIKE YOU TO MEET... in the Fall '76 issue. He informs us that "since the Fall of '76, there have been some changes which have greatly altered my perception of railroading as a hobby ... the main one being that about the time the Niagara Junction story appeared, railroading became not only a hobby, but my primary source of income. In October of '76 I joined the clerical staff of the D&H in Buffalo, a railfan's dream come true. Things were exciting; I got to meet (company president) Bruce Sterzing as he stepped off a President's Special pulled by a set of PAs, and I got to ride an *Apollo* piggyback train from Buffalo to New Jersey.

"It became really important to keep railfanning and railroading separate, and that isn't always easy. It was tough not to have greatly mixed emotions when I heard that some Santa Fe SD24s were coming to the property, then noticing that they were lettered "Springfield Terminal" when I went out to get the first photos."

When NYS&W's new DASH 8-40Bs were delivered to the D&H at Buffalo in mid-June, Ken was once again on hand with his camera, but upon returning home that evening, a phone call informed him that the Susquehanna had in fact taken over the D&H and that his "services would no longer be needed." The layoff proved to be temporary, and he's back on the job at Buffalo's, SK Yard.

Ken says "as far as photo equipment and technique are concerned, I guess I'm not your basic shoot-Kodachrome-with-a-Nikon railfan." He's updated his equipment with an Olympus OM2S, but his two Pentax 35mm's and Kowa 2¼ still see plenty of action. He shot GTW 4070 with 120 Vericolor negative film, then converted the image into a 4x5 transparency by printing it on Ektacolor print film. Looking ahead to new styles, he's taken a course on video production and was impressed with what can be done with pictures using a computer. He feels photography will undergo some drastic changes in the near future with the advent of cameras that record still images electronically.

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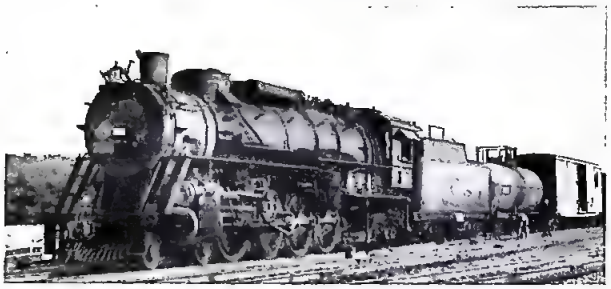

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Mark R. Wayman

Mark Wayman, whose action shot of the UP DASH 8-40C won second place in our Cover One contest, is a sales supervisor for J.W. Costello Beverage Company in Las Vegas, Nevada, where he resides with his wife Terry Lynne, sons David (age 10) and Jared (age 8), and Molly, the family Keeshound. The boys and the dog are regular participants on photographic outings with Dad. While this is only Mark's second photograph to be printed in R&R, he's had several photos published in *Pacific RailNews* and has been a regular contributor of both photos and feature stories to *CTC Board*. When asked how he copes living in one of the more remote, lesser-remarked regions of U.S. railroading, Mark said, "I consider myself fortunate to not only have a job

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that I thoroughly enjoy, but also because I'm able to live in the Southwest with most of my favorite railroads. Las Vegas is located along the UP's old Los Angeles & Salt Lake route into southern California, and I have developed a fondness for the UP in spite of the fact that the Western Pacific, another favorite railroad, was absorbed and integrated into the sea of Armour Yellow and Harbor Mist Gray. My other two favorite railroads are within half a day's driving range of Las Vegas: the Santa Fe through northern Arizona and the Rio Grande in southeastern Utah. Without a doubt, my favorite railroad is the Route of the Warbonnets."

Mark's fascination with the Santa Fe began at an early age when his father, a photojournalist, moved the family from Denver, Colorado, to northern Arizona. He was raised in Flagstaff where, as a child, he witnessed hotshot Santa Fe freight trains racing through the snow on the main line that parallels Santa Fe Avenue through downtown Flagstaff. The fact that his maternal grandfather worked more than 40 years for the Santa Fe in Colorado also helped to fuel his interest in that railroad.

While he enjoys shooting Kodachrome, black & white photography is his favorite form of art expression. He was first introduced to black & white while attending high school, and he eventually worked for a small weekly newspaper in Prescott, Ariz., which his father edited. Marks says, "not only did I learn how to photograph and develop pics, I also helped to run the press and sweep the floor." After graduating from Prescott High, he attended Northern Arizona University in Flagstaff, where he met his wife, who has been both supportive and patient with his photographic enthusiasm for Western railroads. It wasn't until 1980 that he became interested in shooting black & white photos again, and publisher friends Dale Sanders and Joe McMillan were responsible for rekindling the black & white flame that has inspired his photography over the past four years.

Mark uses three Canon A1s with five assorted Canon FD lenses including a 35-70mm zoom, a 71-210mm zoom and 135mm telephoto for color photography. He prefers to shoot Kodachrome 25 during the summer months and switches to K64 during the winter months. Occasionally he'll use K200 during inclement weather situations encountered when in blizzards in northern Arizona and Wyoming. For black & white photography he prefers to use medium format, handled by a pair of 2¼"×2½" Mamiya C330s with an assortment of five Mamiya twin-reflex lenses. As for film, he uses Kodak T-MAX 400 exclusively and credits the quality of his black & white photography to close friend and fellow railfan Stephen L. Peters. Steve performs all of Mark's darkroom work.

Presently, he's pleased with his arsenal of photographic equipment, although he was quite dismayed after learning of Canon's recent decision to discontinue the A1 body. He

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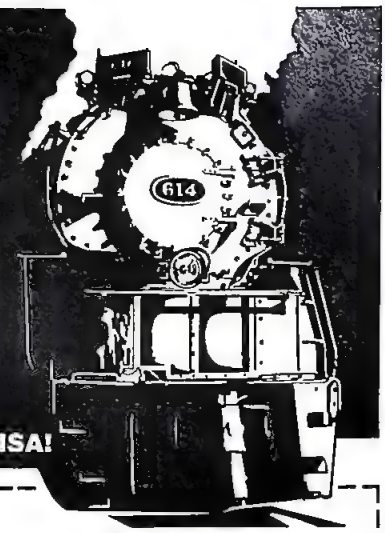

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now has his eye on a new Mamiya M645 2¼ and hopes to add to his camera bag in the near future. While he enjoys getting out trackside, he enjoys even more the opportunity to get away with his kids and dog. Says Mark, "I consider railfanning a kind of mind therapy."

No Westrail calendar?

I was very surprised and more than a little disappointed when John Early of our ad department told me that Westrail would not be producing a 1989 calendar. While we review a wide variety of excellent calendars every year, this product from Dave Styffe of California has always been a highlight of the season for its single-minded dedication to black & white photography (yes, he did dabble briefly with some color, but 1988 was back to pure and perfect black & white).

Talking with Dave on the phone revealed that the reasons for the discontinuance of the calendar were many, but it boiled down to the fact that such a product is time-consuming to produce and market and that sales were not justifying the effort. There seemed to be notable buyer resistance at hobby shops and book dealers, with an often heard sentiment that "it's an awful lot of money for black & white." At $8.95 for the 1988 version, it was, indeed, at the high end of the market and more expensive than many color offerings.

With Styffe's dedication to quality and Ted Benson's masterful handling of the text and captions, however, the Westrail calendar was probably the finest total effort on the market. It sampled the sensitive works of the West's finest railfan photographers and promoted black & white as its own proper art form. Black & white is not just a "lack of

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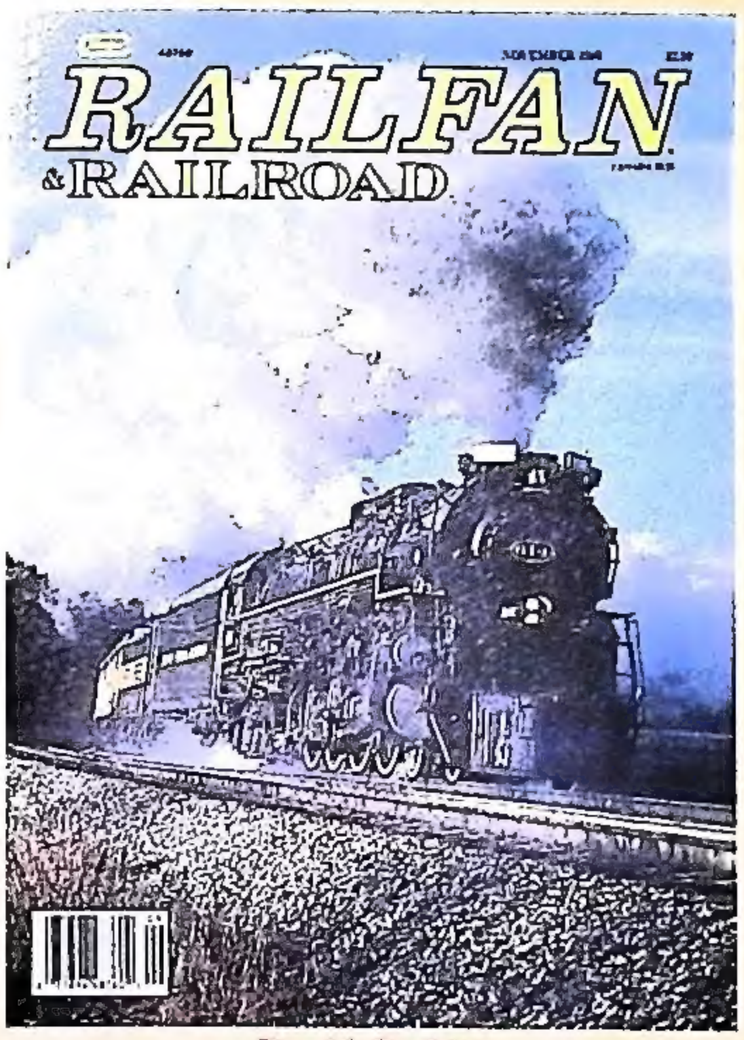

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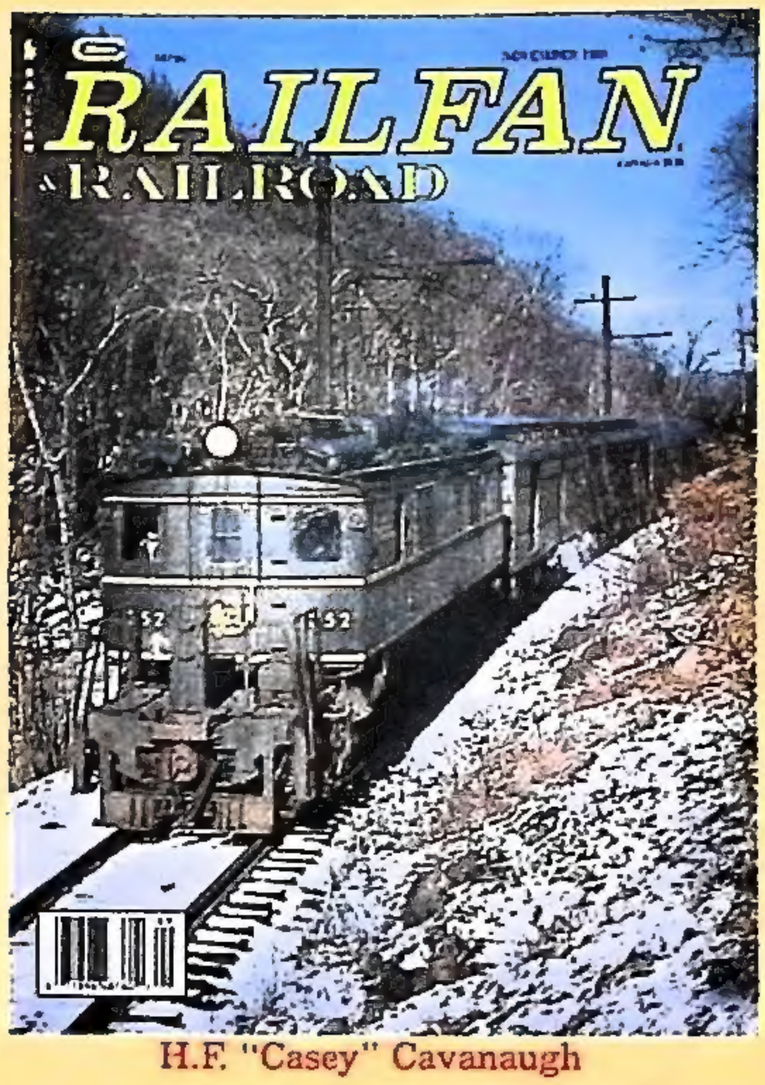

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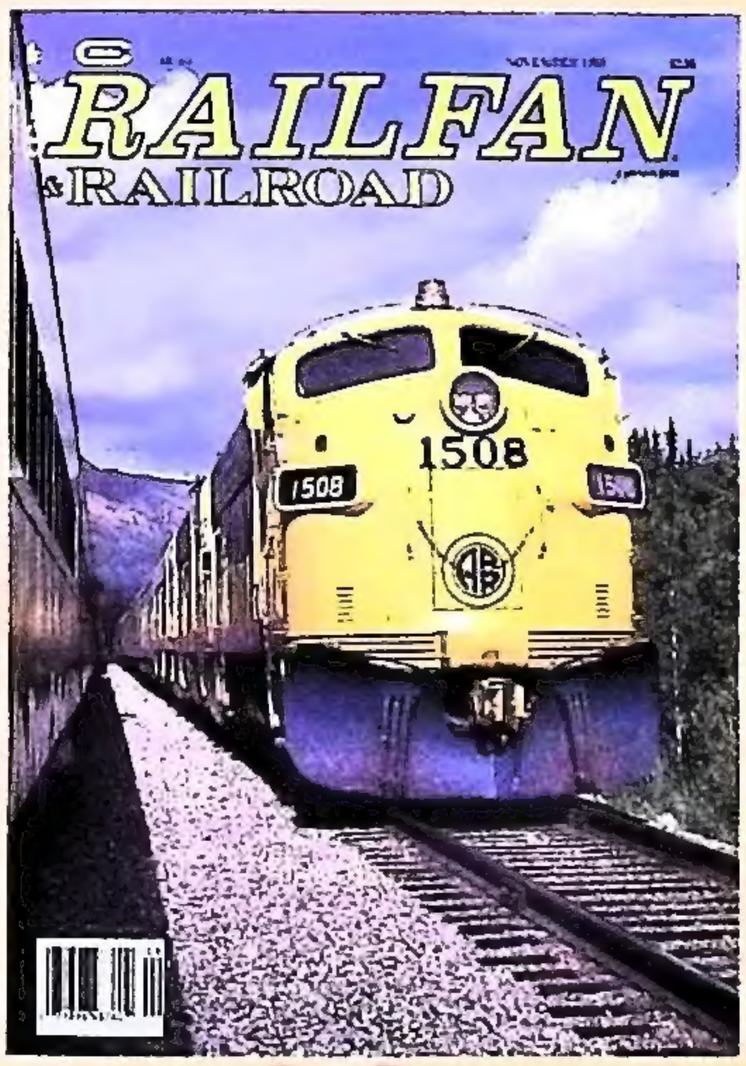

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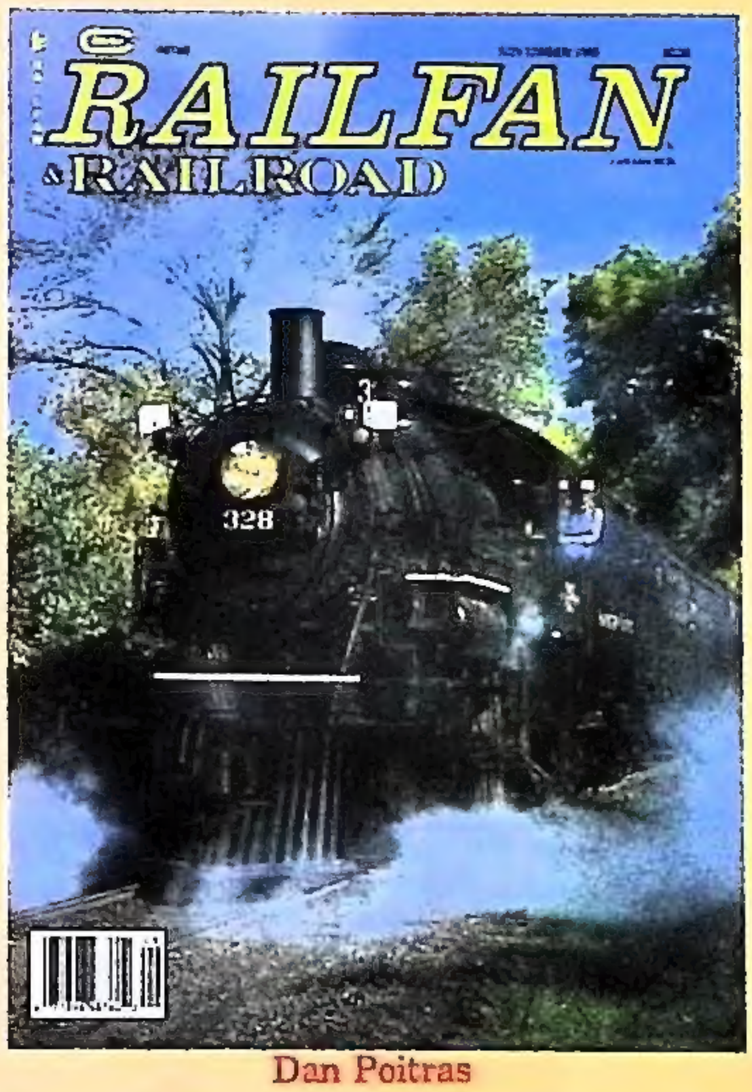

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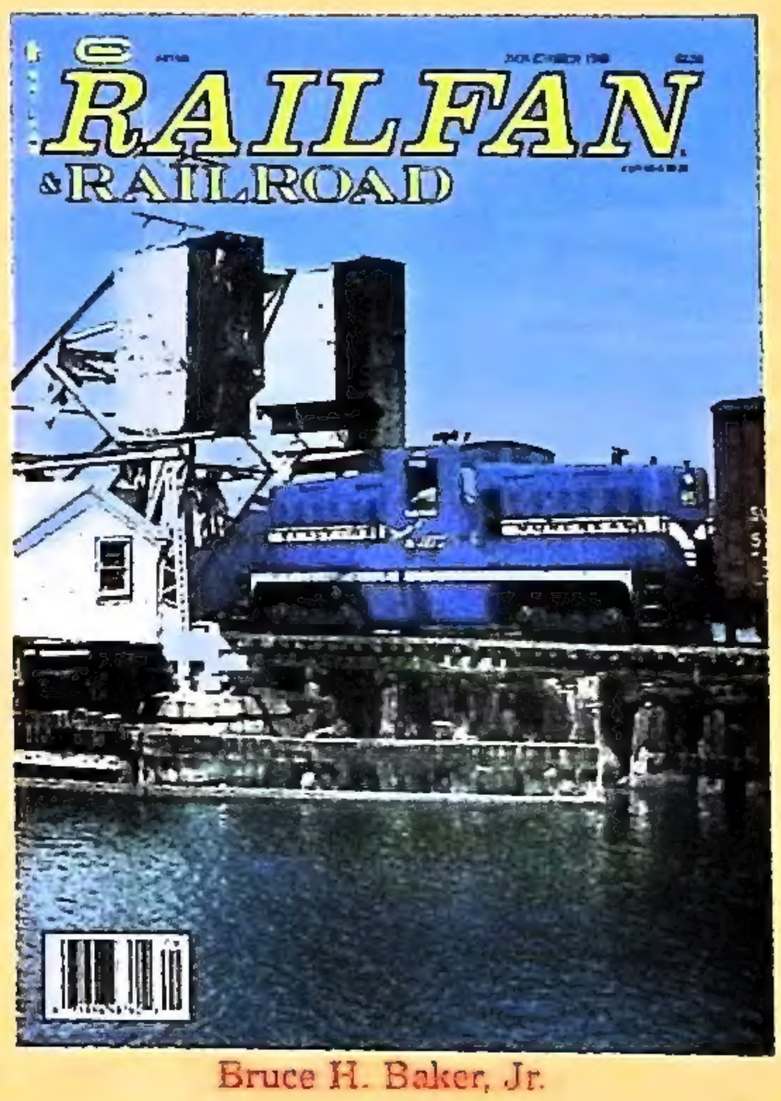

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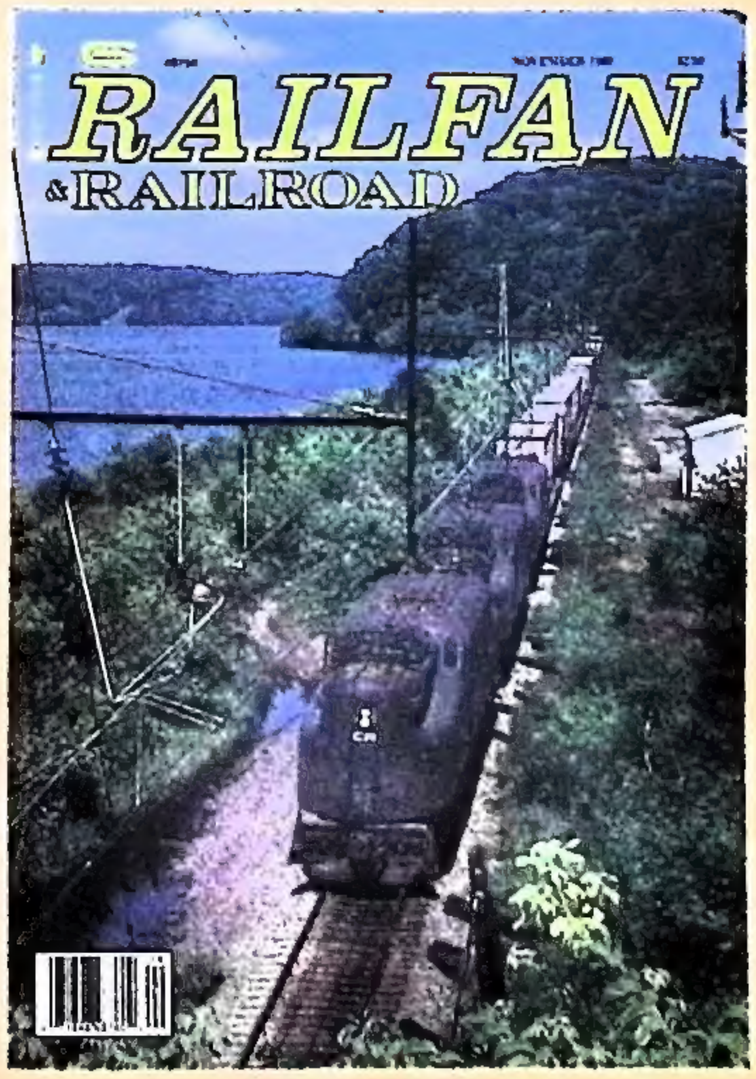

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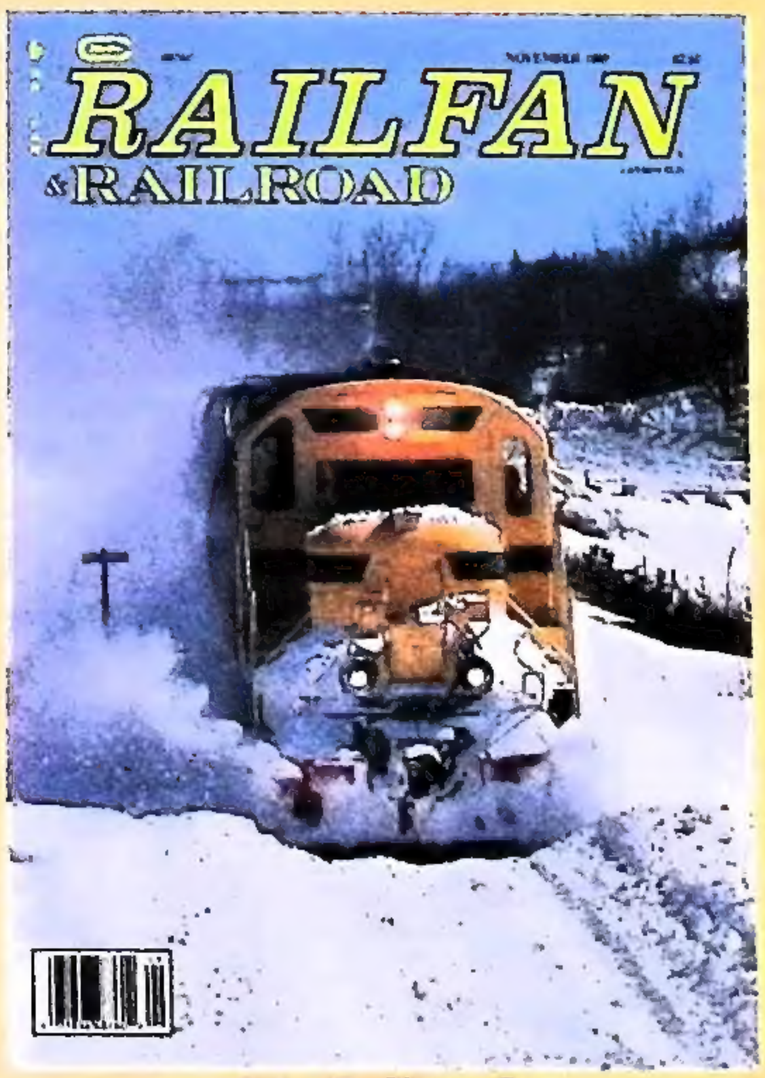

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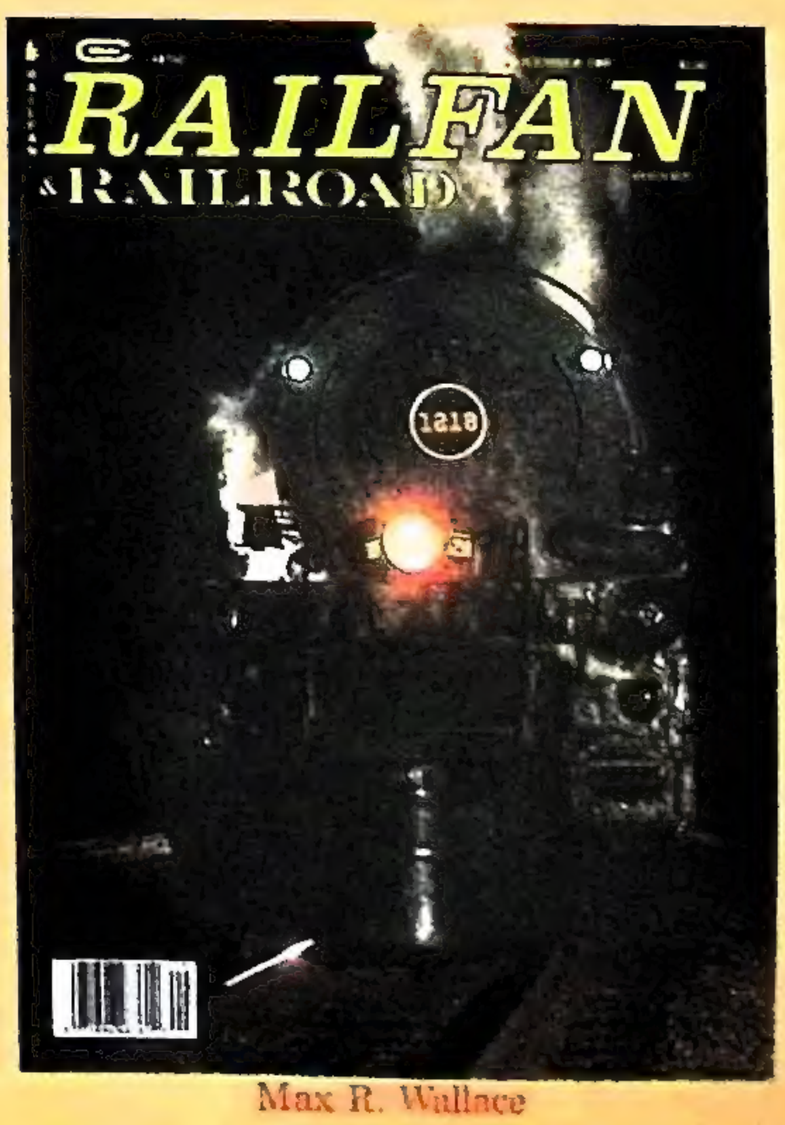

Max R. Wallace

color" but a unique way of looking at and capturing the images of life. It requires an understanding of light and an eye for composition that is often lost in the Kodachrome riots of motor drives and telephotos.

Westrail was *quality*. That is something rare today. And it's a shame that quality can't be rewardingly marketed in a field like ours.

I am sure that in January one of those magnificent color calendars will fill the oversize space on the wall right opposite my desk that is now occupied by Westrail 1988. But its hues will be drab by comparison to the stark black & white image of a Santa Fe F45 framed in the mouth of a tunnel that is there now.

I like color and I shoot color. Color is now and color is the future. But black & white is forever, and it must not be permitted to become a dying medium. I certainly hope that 1989 will be only a momentary lapse in a worthwhile tradition. When I say, "keep up the good work," Dave, it is not just a hollow phrase.

KODACHROME: NORMAN J. BARRETT

THE IMAGE OF GUILFORD among railfans today can be pretty well summed up by the photo above (on May 12, 1988, a yard job with Springfield Terminal 41, an ex-B&M GP18, collided with B&M GP40-2 310 on a set of pushers in East Binghamton, N.Y., setting 310's fuel tank afire). A railfan friend who spent a lot of time on the B&M and MEC in the past is frequently heard to say, "I'm sure glad we got there when we did; Guilford has made such a mess of Bangor that there's no need to go back." It was an easy sentiment with which to agree. Until, that is, Sandy Burton showed these two photos as we were going over his Magma Arizona color for this issue. He had been in Bangor, Maine, on August 8, 1988, on a family vacation and within ten minutes had caught the Bucksport Job (below) with two U18Bs and the Brewer Local (right) backing across the Penobscot River bridge. Politics and labor conflict make these trying times, but the *images* of Guilford are worth the effort.

TWO KODACHROMES: SANDY BURTON

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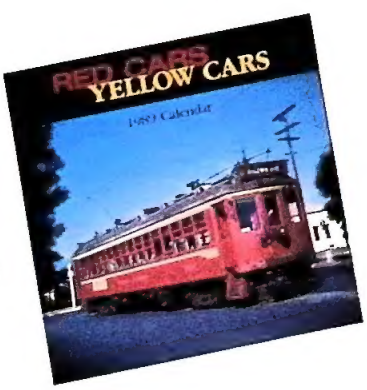

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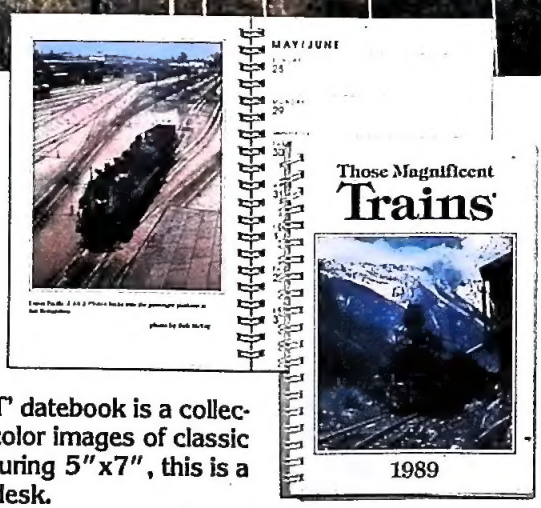

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